

OFFICES

PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

BOSTON, 42 & 44 COURT STREET,
JOHN CORNISH, SUPT.

NEW YORK, 66 EXCHANGE PLACE,
GEO. D. BANGS, SUPT.

CHICAGO, 191 & 193 FIFTH AVENUE,
WM. A. PINKERTON, SUPT.

ST. PAUL, 43 TO 66 UNION BLOCK,
W. J. LOADER, SUPT.

DENVER, 1 & 2 OPERA HOUSE BLOCK,
CHAS. O. EAMES, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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C.R. & Q.R.R.

Locomotive Engineers and Firemen's strike

Philadelphia, Feb. 28th, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Operative W.H.C. reports as follows.

Monday, Feb. 27th, 1888.

Today in Philadelphia.

I was instructed by Asst. Supt. Dougherty to call and see the following engineers and give them the address of E.D. Ward who would be at the St. Charles Hotel between the hours of 3 and 5.30 P.M. today, and between 9 and 5.30 P.M. to-morrow for the purpose of hiring men for the West.

I first called at the house of Fred Hess, 1630 N. 5th St., saw his wife who said Mr. Hess was working, but did not have a steady job and would consider the proposition to go West, I gave her the address of Mr. Ward, she said her husband would probably call to-morrow.

I then went to 2132 N. 3rd St. and inquired for Clayton M. Kerst, was informed he did not live there, and they did not know any party of that name; I was informed James Jenkins, a locomotive engineer lived there, and was not working steady, I left a note for him.

I went to 2064 E. Somerset St. and inquired for Owen J. Laddy, his wife informed me he was working, running a stationary engine and he would probably consider the proposition to go West, I gave her a card with Mr. Ward's address on.

I then went to 2865 Almond St. and saw James Commiskey to whom I gave Mr. Ward's address, said he would call and see Mr. Ward this afternoon or to-morrow morning.

I then went to 2768 Gamet St. and saw Geo. Hamilton who was quite pleased and said he would call and see Mr. Ward.

I went to 2027 Sergeant St. and saw Jos. J. Bergin, he said he did not think he could go, but would call and see Mr. Ward.

I went to 4 Greene St., Rising Sun, and saw John Clemens, he said he was a practical machinist and also an engineer, and would call and see Mr. Ward to-morrow without fail.

After notifying the above I returned to the Agency at 4.30 P.M.

Operative T.W.Q. reports.

Monday, Feb. 27th, 1888.

Today in Philadelphia

I left the Agency at 12.45 P.M., visited the following persons and notified them to call on Mr. Ward at St. Charles Hotel.

I first called on J. Mc. Guilla 2588 Richmond St., he was not home, but I left word with his wife who said she would tell him when he came home. I went to Martin Finnerty's 2727 E. Cumberland St., I saw Finnerty and left Mr. Ward's address with him.

I went over to a meeting at the Hall N.E. corner Trenton Ave. & York St. and saw James Stover, James O'Connell and Edward Mc.

Bride and notified them, I also left Mr. Ward's name and address there as Finerty told me all the men would be there to- night.

I then went to Peter Barrett's 2857 E. Thompson St. and left word with his wife. I went to Chas. A. Blaine's 2411 E. Cumberland St., but he had moved, and nobody knew where to.

I went to Thomas Mc. Fadden's 2619 E. Thompson St., he had moved to 2623 Alameda St., there was nobody there. I then went to Denis Mc. Aleer's 2715 William St., saw Mc. Alber who said he would be down to see Mr. Ward in the morning.

I then went to Bernard J. Mc. Hugh's 2918 Bath St., saw Mr. Mc. Hugh who said he would be down to see Mr. Ward in the morning.

I went to James Mc. Cabe's 2705 Hewson St., Mr. Mc. Cabe was not home, but I left word at the house for him.

At 4.05 P.M. I discontinued and returned to the Agency

Operative W.H.M. reports as follows.

Monday, Feb. 27th, 1888.

Today in Philadelphia.

I left the Agency at 1 P.M. and proceeded to the residence of Edward Hart 562 N. 23rd St., Hart was not home, but I left a note at the house informing him of Mr. Ward's address and what was wanted.

I went to 534 Gold St. and saw Mr. Davis, he promised to call on Mr. Ward this afternoon and bring Hart with him.

I proceeded to 328 Bradford St. and notified Harry Green, who promised to see Mr. Ward this afternoon. I then went to 1110 Camilla St. and saw John Shaw who said he had given up engineering on account of poor health and eyesight, and it would be useless for him to call. I returned to the Agency at 3.10 P.M.

Respectfully submitted
Pinkerton's National Detective Agency
Per

E. J. Findus Supt. S.





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C.B. & Q.R.R.

Engineers Strike.

Philadelphia, March 1st, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Asst. Supt. R.J.D. reports as follows.

Tue sday, Feb. 28th, 1888.

Today in Philadelphia.

I was instructed to go to Keystone Hall
2nd & Poplar and employ engineers and firemen for the C.B. & Q.R.R.

I took Operative J.R.S. with me at 9.30 A.M., and took the
names of 41 engineers and 81 firemen. Supt. Linden made ar-
rangements for their transportation to Chicago and at 8.45 P.M.
I met Operative J.R.S. at Broad St. Station and loaded one hund-
red and sixteen (116) men on the 9.50 P.M. train for Chicago with
Operative J.R.S. in charge. I then sent a Dispatch to Genl.
Supt. W.A. Pinkerton notifying him of the fact.

After they moved off I left the Station and returned to my
residence at 10.40 P.M.

"Operative J.R.S. corroborates report of Asst. Supt. R.J.D.
up to time train left Broad St. Station.""

Wednesday, Feb. 29th, 1888.

Today in Philadelphia.

I called on Mr. Forsyth, M.M. of the C.B. & Q.R.R. at Room 27 Continental Hotel at 8 A.M., Mr. Forsyth stated he desired me to go to the St. Charles Hotel and remain there during the day, and send him about 25 men, engineers and firemen about 10 A.M. and about the same number at 2 P.M., and he would examine and employ those he desired to and also attend to their transportation.

I left the Continental Hotel and went to the St. Charles Hotel and during the day sent Mr. Forsyth 58 men, engineers and firemen

At Noon I called on Mr. Forsyth and as instructed to keep up the enrollment of about 50 per day until further orders.

I remained at the St. Charles hotel until 5 P.M. when I reported at the Agency.

Of the 58 men sent to Mr. Forsyth today, 26 were engineers and 32 firemen.

Operative W.H.M. reports as follows.

Wednesday, Feb. 29th, 1888.

Today in Philadelphia.

I left the Agency at 9 A.M. and proceeded to the St. Charles Hotel where I assisted Asst. Supt. E.J.D. in taking the names of applicants for positions of engineers and firemen on the C.B. & Q.R.R.. I left the hotel at 9.45 P.M. with Mr. Richards and 24 engineers and firemen and took them to the Continental hotel to see Mr. Forsyth, while waiting here three others arrived and I put their names on the list. Mr. Forsyth instructed me to send the men up one at a time. He examined two of the men I had and then instructed me to keep the others there as he wished to

examine the men from Palo Alto and that vicinity first. I remained in charge of the men until 1.30 P.M., when Mr. Richards told me he would take charge of them.

I then left the hotel and had dinner, after which I went to the St. Charles Hotel, saw Asst. Supt. E.J.D. and was instructed to report at the Agency which I did.

Operative W.H.C. reports.

Tuesday, Feb. 28th, 1883.

Today in Philadelphia.

I was instructed to go to the St. Charles hotel, and direct all engineers and firemen who wished to see Mr. Ward to Keystone Hall 2nd & Poplar. At 1 P.M. I received instructions to tell men who called after that hour to call tomorrow at St. Charles Hotel.

At 4.30 P.M. I received instructions to discontinue, which I did and returned to the Agency.

I was again instructed to take the 6.57 P.M. train for Baltimore and insert advertisements in the "Sun" and "American" for engineers to go West.

I proceeded to Broad St. Station and left on the 6.57 P.M. train for Baltimore where I arrived at 9.45 P.M., I engaged quarters at Guy's hotel and then went to the newspaper Offices and inserted advertisements, after which I returned to the hotel and retired for the night.

Wednesday, Feb. 29th, 1888.

Today in Baltimore

Applicants began coming to the hotel this morning at 9 A.M.. During the day I received about 50 applications, but a good many of them were green hands; there were about 30 who represented themselves as men of ability, a dozen of whom were engineers and the balance firemen; some claimed they did not have testimonials, but would see about getting them and come in the afternoon or to-morrow morning. In the afternoon I received a letter from C.J. Smith who said he and other engineers would call at 7.30 P.M. and make applications, I told him bring all the Locomotive engineers he knew, also testimonials and I would be at the hotel to receive them.

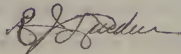
I have succeeded in getting "Puffs" in all the newspapers, which will probably help me in getting men.

From the number who called today I engaged three engineers and three firemen, they being the only parties who had returned with testimonials.

Respectfully submitted

Pinkerton's National Detective Agency

Per



Supt.

S.

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DENVER, 1 & 2 OPERA HOUSE BLOCK,
~~CHAS. O. FAMES~~, SUPT.
JAS. McBARLAND.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

C.B. & Q.R.R.

Engineers Strike.

Philadelphia, March 19th, 1888.

H.B. Stone Esq.
Genl. Mgr. C.B. & Q.R.R.
Chicago, Ill.

Dear Sir:-

Asst. Supt. R.J.D. reports as follows.
Saturday, March 17th, 1888.

Today in Harrisburg, Pa.

I was at the hotel Reading Room at 8 A.M. awaiting applications from engineers. At 9 A.M. Wm. A. Adams, Engineer, whose residence is 600 Cumberland St., Harrisburg, called and stated that he and three others, all competent engineers, were anxious to go to the C.B. & Q., but would not give up their places here unless they passed examination and were positive of a position when they reported to the Officials of the Road. I suggested that they go to Philadelphia and be examined by Mr. Forsythe, but they could not lose the time without losing their places, they are freight engineers on Middle Division P.R.R.

As I could not guarantee anything but transportation, and as John Haley, engineer (freight) and living at 1211 7th St.; Wm. Carter, first class freight engineer, 1330 New 5th St. who stated that he could get 30 other experienced engineers who, he was positive, would pass an examination and could run passenger trains, as most of them had at numerous times run extras, also H.L. Devanworth, engineer, 480 Cumberland St., who claims to be a first class engineer and anxious to be examined, but could not go to Phila, all these men are sober and intelligent and seem to be of the better class of Rail Road men, I sent the following cipher dispatch to the Agency:-

"I can secure a number of good Engineers who are willing to be examined here, and claim to be able to pass a first class examination, but will not go to Chicago until they are examined, will Mr. Forsyth come here for a few days."

I also furnished W.H. Myers, who claims to be a first class engineer, a letter to Mr. Forsyth in Philadelphia as he had a pass on the P.R.R. and desired to go and see Mr. Forsyth.

I telegraphed the Agency asking where Mr. Forsyth was stopping

my object being to know if he was in Philadelphia and if he had changed to any other hotel than the Continental, as I desired to be positive where to direct engineers.

I received a reply stating that they knew of no other hotel where he stopped when here except the Continental.

At Noon I received the following telegram from the Agency:-

"L. Wood writes from Mechanicsburg, is ready to go and have him call on you." I immediately wrote to L. Wood to call on me in Harrisburg and I would give him transportation.

At 7 P.M. Mohr, im Poudrick and John Stimer, both first class engineers, called, both are anxious to go, but declined to go on until they knew that they had passed examination. This seems to be the trouble, and if it could be arranged to have Mr. Forsyth here for four or five days some very good engineers could be obtained.

Thomas E. Stone, another engineer, called, but, like the others, will not take the risk of going to Chicago unless he has passed an examination here. Stone has a telegram from Genl. Wm. H. B.

Stone directing him to buy ticket from Harrisburg Agt. P. & R. Co. and get his receipt, and if he passes examination his fare will be refunded, but Mr. Stone feels he cannot afford to take the risk; this is how the matter stands, and if Mr. Forsyth does not come here and examine those, no great success will be attained here. If he

does come I would suggest he take a room at some of the other hotels, as the Brotherhood men are very eager to prevent us from obtaining men here, as several of the engineers who have called say they notice some of the Brotherhood men continually spying around the hotel. I awaited the arrival of engineer John W. List from Steelton, he is a first class engineer and has excellent testimonials; he promised to be at the hotel at 10.30 P.M. as soon as the train arrived from Steelton, but he did not come. I waited until the Western Express arrived from Philadelphia, hoping to see List on that train, but he did not put in an appearance.

I retired at 1 A.M. 13th Inst.

Operative W.H.M. reports.

Saturday, March 17th, 1883.

Today in Philadelphia.

I left the Agency at 9.20 A.M. with instructions to proceed to St. Charles Hotel and examine applicants for positions as Locomotive engineers.

I proceeded to the hotel and took the names of the following applicants:-

Daniel Atkinson residing at Newtown, Bucholas, Pa., who claims to have run passenger and freight trains on the New York Division of the Penna. R.R. for 11 years, and left the employ of the Co. voluntarily about 4 months ago, he had no papers and said the Co. gave none, but referred me to Mr. Peacock, the Round House Foreman at Montua, Pa. or Mr. Sandford, Road Foreman, N.Y. Division Penna. R.R.

Geo. W. Nevil residing at 1341 Palmer St., said he ran a freight train on the P. & P. R.R. for 3 years and left them on the late strike he has no papers.

Wm. J. Galvin, residing at 2216 Jackson St., ran Local freight train for about one year and 9 months on the P. & R. and left during

the recent strike, he had a letter of recommendation from E.C. Tomlinson, Dispatcher at Port Richmond.

James Gaynor residing at 2545 Saviva St., ran a shifting engine on the Port Richmond coal wharves for about three years, he had no papers and went out on the late strike on the P. & R.R.

Geo. B. Wilkinson Jr., 333 Cedar St., was four years fireman and for 18 months ran a shifting engine on the P. & R., Port Richmond coal wharves, went out in the recent strike, had no papers.

Walton Staley of Chestnut Hill, was for a number of years in the employ of the P. & R. as fireman and engineer on the Germantown and Norristown Branch, has recommendation from Mr. Sweigard, he is at present in the employ of the Penna. R.R. as hostler for engines at Chestnut Hill, night work. He says he has seen Mr. Forsyth who refused to take him after he had passed the examination because he was at present in the employ of the Penna. R.R. Co..

George W. Cox Jr., residing at 430 N. 8th St. ran a freight train on the B. & O.R.R. for three years and 7 months prior to December 11th 1837, has a letter of recommendation bearing that date and signed by S.B. Crawford Master mechanic and John Adair Genl. Foreman at Mt. Clair B. & O.R.R., he left on account of trouble with a woman and worked on a Western R.R. as engineer; on July 7th 1837 he again obtained position on the B. & O.R.R. as engineer and continued until Feb. 8th 1838 when he left again on account of his trouble with a woman who claimed a portion of his salary.

John Marshall residing at 1012 Mifflin St., came over from England since June last where he claims to have run a passenger train for 7 years, he has no papers to show to that effect; his narrative in regard to his experience is somewhat disconnected and it is doubtful if he has the experience he claims. He said he was for several months employed at the Point Breeze oil works as fireman.

John Cochran residing at 2109 Naudain St., came over from Scotland about 6 weeks ago and claims to have run an engine for 3 years and fired for four years, he has a recommendation from a steel firm in Scotland as running a locomotive driving engine, he said he had a 12 mile run, all freight for the Steel Co.

W.H. & B.C. Balch, engineers, came to see me in regard to when they were to be sent off, they said they had seen Mr. Forsyth as I told them to do, and he promised to send them to Chicago but they heard nothing more of it, I promised to notify them as soon as Mr. Forsyth came to town; these are brothers and reside at 515 Pine St.

Several engineers called and stated they had given their names to Mr. Ward several days ago, but had not yet heard from him, I told them they would be notified as soon as Mr. Forsyth arrived.

I remained at the hotel until 5.05 P.M. when I obtained all the mail and returned to the Agency.

Respectfully submitted
Pinkerton's National Detective Agency
Per

S. J. Linden Supt. S.

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CONNECTED BY TELEPHONE.

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KANSAS City, 105 & 107 West Sixth St.
C. H. EPPLESHEIMER, Supt.

C.B. & Q.R.R.
Engineers Strike.

Philadelphia, March 20th, 1888.

H.B. Stone Esq.
Genl. Mgr. C.B. & Q.R.R.
Chicago, Ill.

Dear Sir:-

Asst. Supt. R.J.D. reports as follows.
Sunday, March 18th, 1888.

Today in Harrisburg, Pa.

I arose at 7 A.M. and remained at the hotel until I wrote my report at 10 P.M. and shortly after retired.

During the day there was but one applicant, James Hoopes, a brakeman on the Cumberland Valley R.R., I had very little conversation with him, as he claimed he never had run an engine but was willing to try one.

Monday, March 19th, 1888.

Today in Harrisburg

I arose at 6.30 A.M. and remained in the United States Hotel awaiting applications from Engineers.

At 10 A.M. Wm. E. Hyers, residing at corner 2nd & Charles Ave. called again and stated he had gone to Philadelphia on Sunday expecting to see Mr. Forsyth, but he had learned he had not yet returned from Boston; Mr. Hyers is anxious to stand an examination and wants to go to Chicago provided he could secure work when he arrives. I told Mr. Hyers that if Mr. Forsyth came I would advise him of his arrival.

At 11.30 A.M. I received instructions from Supt. Linden to take the addresses of all engineers applying and advise them I would had their applications to Mr. Forsyth when he arrived.

At 12.30 P.M. L. Wood arrived in Harrisburg from Mechanicsburg; he stated he would not be ready to go to Chicago for a few days and would prefer to stand the examination before going there. I told him I expected Mr. Forsyth here in a day or two and as Mechanicsburg is but nine miles from Harrisburg I advised him to go home and I would notify him by postal when Mr. Forsyth arrived in Harrisburg.

At 6.25 P.M. I received a telegram from the Agency instructing me to return to the Agency as the matter had been discontinued

I consulted a time table and found I could not leave Harrisburg until 1 A.M. Tuesday. I remained in the United States Hotel and at 8 P.M. William D. Doudrick of Wormleysburg, Pa., who had called on me on the 17th and who is a first class engineer and was to leave on Sunday, called on me and stated he would be ready to go on Tuesday night; although previously he wanted to pass an examination by Mr. Forsyth; he also had Albert Miller with him whom he recommended as a first class fireman and whom he desired to take along. I told Mr. Doudrick that I could take no action in his case as I had been instructed to discontinue and would leave for Phila. at midnight; he was extremely sorry he did not go west on Saturday or Sunday night last as I had advised him, and said he had only made up his mind fully today, that he had been an engineer all over the Penna. R.R. and if I made inquirry would find he had the reputation of being a first class passenger engineer; but had left the road because a fine had been imposed on him which he did not believe he deserved. This man and Miller, the men he wanted to take with him, impressed me as being the two best I had seen yet.

As I had to leave to-night I informed him I could do nothing but report his case in Philadelphia and would telegraph him from that point on Tuesday.

After Doudrick and Miller left at 8.30 P.M., John W. Mc.Gowan, engineer, 303 Briggs St. Steelton; Michael Farrall, engineer and Edwin S. Yetter his fireman, address of both 704 R. State St., called but I stated I had been instructed to discontinue and could do nothing further, I took their addresses as above.

At 9 P.M. J.H. Court, who has a telegram from Genl. Mgr. Stone, called and said he had made up his mind to go out and went to the depot to buy a ticket according to Mr. Stone's instructions, and intends to take the 12.55 A.M. train for Chicago.

This was all the business done today, excepting at 2 P.M. I went to the Telegraph and Patriot newspaper offices and arranged to have three more insertions of the advertisement for engineers; after I received the telegram to discontinue it was too late to countermand the order.

I left instructions with the clerk at the U.S. hotel to forward mail to Phila. At midnight I was at the hotel waiting for train time.

----- Tuesday, March 20th, 1888.

Today in Harrisburg, Pa.

I left Harrisburg at 1.10 A.M. for Philadelphia where I arrived at 4.25 A.M. and went to my residence.

While awaiting the arrival of the train in the Harrisburg depot I was approached by a person who stated his name was Wood who is a fireman on the Middle Division of the P.R.R., he said he saw Wm. Adams hanging around the U.S. Hotel and he (Wood) desired to inform me confidentially that Adams is a Brotherhood man and anxious to prevent engineers from going to Chicago; this is the Adams who assured me he could get 15 or 20 engineers to go with him to take places on the C.B. & O.; his object of course was to gain information from me, in which matter he failed.

Operative W.H.M. reports.

Monday, March 19th, 1888.

Today in Philadelphia.

I left the Agency at 9.15 A.M. and went to the Continental hotel to see Mr. Forsyth, but on my arrival was informed that he had not yet arrived. I returned to the Agency and reported.

I immediately left again and went to the St. Charles Hotel and took the following names of applicants:-

Martin J. Jones, 910 N. 8th St., claims to have run passenger and freight trains for nine years on the Main Line and Slatington Branch of the P. & R. prior to 1877, and also ran freight for them during the recent strike; has no papers.

A. L. Saunders, 155 Jefferson St. Manayunk, ran freight and passenger trains on the Delaware Division of the P. W. & B. for four or five years, has been working as machinist for some time, has no recommendations or papers to show.

Wm. Dwyer residing at 2422 R. Somerset St., ran for 9 months as fireman and extra engineer on the P. & R. R. R., has no knowledge of Air Brakes, no papers.

James Boms No. 8 Pine St., ran passenger trains on the Germantown and Norristown Branch of the P. & R. but has for 14 years run a stationary engine at R. C. Knight & Co's sugar refinery, has no papers as a locomotive engineer.

Alex. Jones, Shenandoah, Pa., at present staying at 2404 Nicol St., has not worked as a locomotive engineer for 15 years but ran for five years previous to that on the Shamokin Branch of the Northern Central R. R. but has no papers to that effect, has several recommendations as mine engineer which he worked at since he left Railroadng.

Thomas Richards, 1348 Elizabeth St., is at present in the employ of P. & R. Co. has been running for 8 years on the Main Line as an engineer on freight, 7 years as fireman, no papers.

John H. Hoover, 2060 William St., at present in the employ of the P. & R. Co., worked for 6 years as fireman and about two years as extra engineer freight and coal trains Main Line.

Geo. Bradley, 1109 Poplar St., fired for four years on the Germantown and Norristown Branch P. & R. R. R., also ran freight and passenger trains during season 1883 on Phila. and Atlantic City R. R., no papers, a large number of men applied for positions as firemen brakemen, &c.

A number of the engineers who had previously applied called again today and wanted to know when there would be an answer for them.

I remained at the hotel until 5 P.M. when I discontinued and returned to the Agency.

Respectfully submitted
Pinkerton's National Detective Agency
Per

R. J. Linder

Supt. S.

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DENVER, 1 & 2 OPERA HOUSE BLOCK,
CHAS. O'NEAL, SUPT.

—PRO-MCCRELLAND.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
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C.R. & O.R.E.

Engineers Strike.

Philadelphia, March 17th, 1888.

H.B. Stone Esq.

Genl. M^r. C.R. & O.R.E.

Chicago, Ill

Dear Sir:-

Asst. Supt. R.J.D. reports as follows.

Thursday, March 15th, 1888.

Today in Philadelphia.

I was instructed by Supt. Linden to go to Harrisburg, stop at the United States Hotel, advertise in the Harrisburg papers for engineers and await instructions as to what other action I should take in the matter. I was also instructed to meet three engineers at Broad St. Station to-night and secure transportation for them.

I left my residence at 8.20 P.M. and went to Broad St. Station where I met engineers Bernard Cavanaugh, Francis Daley and J.A. Proderick and furnished them with tickets numbered as follows:-

A.18, No. 31189, 31190 and 31191 for which I paid \$18.25 each, I also gave each \$1.50 to obtain meals enroute.

We left Philadelphia at 10.14 P.M., 24 minutes late, and I arrived in Harrisburg at 1.25 A.M. and went to the hotel and registered. The three engineers continued on their journey to Chicago.

Friday, March 16th, 1888.

Today in Harrisburg, Pa.

At Noon I received the following telegram from Supt. Linden "Insert advertisement for First Class engineers."

I went at once to the Offices of the Daily Telegraph and Daily Patriot, the two papers who have the only circulation of any account, I inserted in each the following advertisement to be continued three times:- "Engineers--Wanted a number of first class Passenger Locomotive Engineers to leave the City for the West.

Transportation will be furnished; permanent employment will be guaranteed to those accepted, bring papers and references, only those willing to take the place of Brotherhood men need apply; call on E.D.Ward, U.S.Hotel, Harrisburg."

I then returned to the United States Hotel. At Market & 4th St. I met Harry R.Heller Esq., Travelling Passenger Agt. of the C.B.& Q.R.R., he stated he was going to Reading this P.M. as he had been talking to some engineers there and he proposed to see them again; he asked about Mr.Forsyth, I told him Mr.Forsyth would most likely be in Philadelphia on Saturday, and he said he would probably meet him there.

While sitting in the hotel a man about 50 years of age; 5 feet 9 ins high; dark complexion; dark full beard and mustache mixed with gray, who is registered on the U.S.Hotel Register as C.A. Restbrook, Dayton, O., opened up a conversation with me, and he gave the C.B.& Q.Officials a severe scolding. Among other things he said, "I'm with the boys, Manager Stone ought not to act like

the dog in the manger, they ought to take him out and kill him; if I was Arthur I'd stop every Railroad in the United States, I'm down on the C.B. & Q. although they are good customers of mine.

He did not know I had any connection with the C.B. & Q., and I did not make him any the wiser, simply listened to what he said.

I asked the Clerk what the business of this fellow was, he said he was a travelling man and has oils or soap.

I have not had a call from any engineers up to the present writing, 9 P.M..

Just before closing this report I have arranged with John F. List, a first class engineer, and first class man, to send him to Chicago on the Western Express, Saturday night; he has excellent papers, and will try to get me two others as good. He is at Steelton, near Harrisburg, and will settle up and leave for Chicago as above stated.

At 11 P.M. I retired.

Operative W.R.C. reports.

Friday, March 10th, 1888.

Today in Philadelphia.

I left the Agency at 9.30 A.M. and proceeded to the St. Charles Hotel and during the day I received 23 applications, most of them being engineers, and mostly all had recommendations as competent engineers, except those from the Reading Rail Road who said they would expect to pass an examination before being employed. I informed them all they would hear from me as soon as Mr. Forsyth came to town, and we expected him on Saturday or Monday.

Among the applicants were the Balch Bros. regarding whom Mr. Forsyth telegraphed on Sunday last; instead of being the B. & O. wharf it should have been Willow St. wharf; their residence is at 412 N. 4th St..

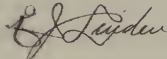
I remained at the hotel until 5.10 P.M. when I returned to the Agency. I was then instructed to meet F. Hess at Broad St. Station at 9.30 P.M. and see that he left on the Western Express.

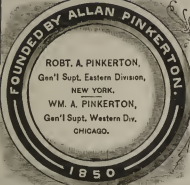
I left the Agency at 9 P.M. and proceeded to Broad St. Station where I met F. Hess, but did not see any others with Mr. Forsyth's card. I furnished Mr. Hess with ticket No. 31202 and one dollar for his meals and saw him pass through the gate to the train which left 30 minutes late.

Respectfully submitted

Pinkerton's National Detective Agency

Per


Supt.
S.





OFFICES.

PHILADELPHIA, 48 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

BOSTON, 42 & 44 COURT STREET,
JOHN CORNISH, SUPT.

NEW YORK, 66 EXCHANGE PLACE,
GEO. D. BANGS, SUPT.

CHICAGO, 191 & 193 FIFTH AVENUE,
WM. A. PINKERTON, SUPT.

ST. PAUL, 63 TO 66 UNION BLOCK,
W. J. LOADER, SUPT.

DENVER, 1 & 2 OPERA HOUSE BLOCK,
CHAS. O. CARL, SUPT.
JAS. McFARLAND.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

C.R. & Q.R.R.

Engineers Strike.

Philadelphia, March 14th, 1888.

H.B. Stone Esq.

Genl. Mgr. C.R. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Operative W.H.C. reports as follows.

Tuesday, March 13th, 1888.

Today in Philadelphia.

I left the Agency at 11.30 A.M. and proceeded to Broad St. Station where I met E. Forrest and R. Gramman; we remained here until 1 P.M. and I was then informed there would be no train for the West today.

I returned to the Agency and was instructed by Supt. Linden to go to Station at 9.30 P.M. and see if any trains left in the evening.

At 9 P.M. I left the Agency and proceeded to Broad St. Station, I was informed they did not intend to move the Western Express, and they did not know whether the Pacific Express would leave or not.

As there was a possibility of the latter leaving, I remained there, and at 11.30 P.M. it was announced that the Pacific Express would go; I checked Forrest's baggage for him, and at 11.45 P.M. Forrest and Gramman went aboard the train. I gave Forrest ticket

-3-

number 6454 and Gramman ticket No. 455; I instructed them in case there should be nobody to meet them in Chicago, to go to the Briggs House, and if they should arrive in day time to go to 191 and 193 Fifth Ave..

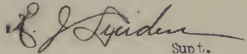
After leaving Station I went to the Main telegraph Office, Broad & South Penn Square, and was informed they could not get Chicago, so I was unable to telegraph the fact of the departure of Forrest and Gramman to Genl. Supt. W. A. Pinkerton.

I returned to the Agency at 12.10 A.M.

Respectfully submitted

Pinkerton's National Detective Agency

Per


Supt.
S.

OFFICES.

PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

BOSTON, 42 & 44 COURT STREET,
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DENVER, 1 & 2 OPERA HOUSE BLOCK,
CHAS. O. CARLIS, SUPT.

~~JAS. McFARLAND,~~

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASHIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

C. & Q. R. R.

Engineers Strike.

Philadelphia, March 13th, 1888.

H. B. Stone Esq.

Genl. Mgr. C. & Q. R. R.

Chicago, Ill.

Dear Sir:-

Ass't. Supt. R. J. D. reports.

Friday, March 9th, 1888.

Today in Philadelphia.

I left the Agency at 8.45 A.M. and went to the St. Charles Hotel, I remained there during the day and sent six applicants for position of engineers to Mr. Forsyth at the Continental Hotel.

At 1 P.M. Supt. Linden handed me five tickets good for a first class passage from Philadelphia to Chicago, via P. & W. R.R., with instructions to give them to engineers who reported at the P. & R.R. depot for the 9.30 P.M. train for Chicago, who had been accepted by Mr. Forsyth.

At 4.50 P.M. I left the St. Charles Hotel and reported at the Agency, and at 9 P.M. I was at the Broad St. Station Penna. R.R., and W. M. Wallace, W. S. Gody and T. C. Ward reported and I furnished them with tickets 6452, 6434 and 6453 to Chicago, I also gave each \$1.50 for meals en route. At 9.50 P.M. they left Philadelphia

for Chicago, and I sent a dispatch to Genl. Supt. W.A. Pinkerton notifying him of the fact.

I then returned to my residence.

Operative W.H.C. reports.

Sunday, March 11th, 1888.

Today in Philadelphia.

I was instructed to go and see E. Forrest of 3946 Parrish St. and Balsh Bros. B. & O. wharf and make arrangements with them for meeting me at Broad St. Station to take the 9.30 P.M. train for the West.

Upon consulting the Directory I found the B. & O. Company occupied piers No. 24 and 25 on Lombard St., 62 and 63 on Dickinson St.; 11 and 12 on Race St. and 40 Laurel St., all upon the Delaware; also Race St. Schuylkill.

I left the Agency at 10.15 A.M. and proceeded to Race St. wharf, made inquiry for Balsh pros. but could find nobody who knew any such name. I was informed the only place the P. & O. used engines was at pier 40 north and 62 and 63 S. wharves. I proceeded to Dickinson St. and found only two engineers were known there and they were named Moyer and Redman; I was informed by Operator that the Co. used one engine at pier 40 and the engineer was named Rotis, did not know where he lived and was not at work today.

I then proceeded to the B. & O. Station 23rd & Chestnut St., being informed the time keeper there had the names of all the employees. I saw the time keeper in his office 2311 Walnut St., he said the Co. had no such men in their employ, he did not recognize

the name; he told me of J.P. Potts who worked at pier 40, Laurel St. and said he lived somewhere in Camden, N.J..

I then went to Race St., Schuylkill, but could not find anybody who knew of Balsh or any such name.

I proceeded to 3946 Parrish St. and was there informed that R. Forrest had come to Norfolk, Va., did not know if he was coming back, the man said he expected he would write to him and would inform him there had been inquiry made for him in reference to position in the West, I left an address with him to communicate with. I proceeded to Camden, N.J. and on consulting a Directory I found Potts lived at 416 Cedar St.; I found Mr. Potts, he said he was a Brotherhood man, he did not know any such party as Balsh or any similar name. I also visited Lombard St. wharf, but without success.

I then returned to the Agency at 4 P.M.

At 8.45 P.M. I left the Agency again and proceeded to Broad St. Station and remained there until after the Western Express had left, I did not meet anyone with any of Mr. Forsythe's cards.

I spoke with a few who looked like engineers, but they were going on other trains.

I then discontinued and returned to the Agency.

Monday, March 12th, 1888.

Today in Philadelphia.

I was instructed by Supt. Liriden to call and see R. Forrest tomorrow at 457 N. 9th St. and make arrangements for his leaving on the first train for the West.

I proceeded to 457 N. 9th St. and after waiting about 15 minutes I saw Mr. Forrest who said he had made all arrangements for leaving

on Saturday night, that he was at the depot from 9 P.M. until 11.30 P.M. and had been but to considerable inconvenience; he showed me Mr. Forray's card which he held.

I could not induce Mr. Forrest to leave on the 11.50 A.M. train he said he would leave on the 9.50 P.M. train.

I then returned to the Agency.

At 9 P.M. I proceeded to Broad St. Station and saw Mr. Forrest. and on making inquiries was informed there would be no train for the West to-night.

I then made arrangements to meet Mr. Forrest at Broad St. Station for the 11.50 A.M. train to-morrow.

I returned to the Agency at 10.05 P.M.

Respectfully submitted

Pinkerton's National Detective Agency

Per

R. J. Funder Supt. S.

OFFICES.

PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

BOSTON, 42 & 44 COURT STREET,
JOHN CORNISH, SUPT.

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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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C.B. & Q.R.R.

Engineers Strike.

Philadelphia, March 9th, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Asst. Supt. E.J.D. reports as follows.

Tuesday, March 6th, 1888.

Today in Philadelphia.

I left the Agency at 9 A.M. and went to the St. Charles Hotel and remained until 5 P.M. for the purpose of directing applicants as engineers to Mr. Forsyth, Room 27 Continental Hotel.

During the day 7 engineers applied and I gave each of them a note to Mr. Forsyth.

At 5 P.M. I left the St. Charles Hotel and returned to the Agency

Wednesday, March 7th, 1888.

Today in Philadelphia.

I left the Agency at 8.50 A.M. and went to the St. Charles Hotel and during the day had applications from 7 engineers, and sent them with a note to Mr. Forsyth at the Continental Hotel.

I also received a letter from Robert J. Farrow, engineer at Beaver Meadow, which stated he was a first class engineer and started to come to Philadelphia on Tuesday 6th Inst., but was told by the ticket Agent at Beaver Meadow that no more engineers were wanted. I telegraphed him as follows:- "Good Engineers wanted, apply at Room 27 Continental Hotel, Philadelphia.

Mr. Forsyth called at the St. Charles hotel and I handed him the letter from Farrow, and informed him I had telegraphed him.

At 5 P.M. I returned to the Agency

I was at the Penna. R.R. depot in the evening and saw the men off.

Thursday, March 8th, 1888.

Today in Philadelphia.

I left the Agency at 9 A.M. and went to the St. Charles Hotel, and during the day eight engineers applied for work and I sent them with a note to Mr. Forsyth at the Continental Hotel.

At 4.30 P.M. I received a telegram from Joseph Caldwell, Ephrata, Pa., as follows:- "Will you receive applications for Engineers tomorrow yet, answer." I replied, "yes, see Mr. Forsyth at Continental Hotel, good engineers wanted."

At 4.30 P.M. Supt. Linden sent me a copy of telegram received from Genl. Supt. R. A. Pinkerton as follows:- "Telegram Dispatches from Chicago says that newspaper dispatches indicating Burlington intends to arbitrate with strikers and discharging men employed to take their places, are fabrications, and emanate from the Brotherhood

of Engineers for the purpose of deterring Eastern Engineers from going West..

I was advised by Supt. Linden to use my information with engineers applying if this question was raised, but it seems that no doubt of the sincerity of the C.B. & Q. Road has entered the minds of those applying.

I received a number of letters from Engineers out of town which I handed to Mr. Forsyth for his disposal.

At 5.10 P.M. I left the St. Charles Hotel and returned to the Agency.

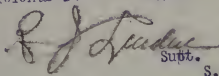
At 9.50 P.M. Mr. Forsyth and his Asst. Mr. Kasseler sent three engineers to Chicago in charge of engineer Mason. I sent Dispatch to Genl. Supt. W.A. Pinkerton notifying him of the fact.

After the engineers had left on the 9.50 P.M. Express I had a conversation with Mr. Forsyth and Mr. Kasseler, the latter stated he had been instructed to go to Boston and would leave to-morrow, Friday; Mr. Forsyth stated he was going West in a day or two, but told me keep my room in the St. Charles hotel until further ordered.

Respectfully submitted

Pinkerton's National Detective Agency

Per


Supt. S.

OFFICES.

PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

BOSTON, 42 & 44 COURT STREET,
JOHN CORNISH, SUPT.

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W. J. LOADER, SUPT.

DENVER, 1 & 2 OPERA HOUSE BLOCK,
~~CHAS. O. EAMES, SUPT.~~
~~CHAS. O. EAMES, SUPT.~~

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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C. B. & Q. R. R.

Engineers Strike.

Philadelphia, March 8th. 1888.

H. B. Stone Esq.

Genl. Mgr. C. B. & Q. R. R.

Chicago, Ill.

Dear Sir; -

Asst. Supt. E. J. D. reports as follows.

Monday Mar. 5th. 1888.

Today in Philadelphia.

In continuation of the above operation

I left my residence at 8.20 P.M. and went to Broad St. station P. R. R. with instructions from Supt. R. J. Linden to accompany a squad of engineers to Chicago provided Mr. Forsythe had not made other arrangements. At 9 P.M. Mr. Richards and Mr. Forsythe's assistant met me at the depot and I learned from them that only the P.M. engineers were going to Chicago on the 9.50 train and it would be unnecessary for me to go. I then assisted the gents in getting the two engineers off which caused some trouble as first one would get strayed and then the other. But after hunting about the station both were furnished tickets and passed through the gate to the train after they had been started I sent the following despatch in cipher to Genl. Supts. W. A. & R. A. P. -- Only two

P.M.

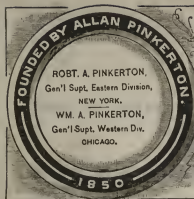
Only two Engineers left on nine fifty train none of our men required to go with them.' signed R.J.Linden.

I then left the ~~agax~~ depot and went to my residence arriving at 11 P.M.

Respectfully Submitted.

Supt.

G.E.P.



OFFICES.

PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.
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CHAS. O. EAMES, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. GASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

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C.R. & Q.R.R.

Engineers Strike

Philadelphia, March 1st. 1888

H.B. Stone Esq.

Genl. Mgr. C.R. & Q.R.R.

Chicago, Ills.

Dear Sir; -

Asst. Supt. E. J. D. Reports

Thursday March 1st. 1888

Today in Philadelphia.

In continuation of the above operation I called at the Continental Hotel at 8 20 A.M. but learned that Mr. Forsythe had not yet came down stairs. I met Mr. Richards and gave him some papers I had, and then went to St. Charles Hotel I received applications from engineers and firemen to the No. of, -Engineers-16, -Firemen, -39. Making in all a total of 55 men at noon I called on Mr. Forsythe at the Continental Hotel, and he desired me to continue at the St. Charles Hotel untill Friday A.M. March 2nd. when if the applications fell off, I could place a card there desiring applicants to call at the Continental Hotel at 5 P.M. I left the St. Charles Hotel and reported at the agency.

Phila. Friday Mar. 2nd. 1883

Today in Phila.

In continuation of the above operation I called at the St. Charles Hotel 3rd. St. below Arch at 9 A.M. and remained there untill 12 30 P.M. up to that time the following engineers called and I gave them a note to Mr. Forsythe at the Continental Hotel. ---

1	Abram Boheme	and his fireman	Paul Meixner Germantown
2	A.M. Deihl	Germantown	
3	S. Cortright	Bethlehem Pa.	
4	C.R. Barcalon	134 Cemetery ave.	Germantown

At 12 30 P.M. I called on Mr. Forsythe and he directed me to return to the St. Charles Hotel and send up any engineers that might apply At 2 P.M. I arrived at the St. Charles Hotel and up to 5 P.M. sent the following engineers to Mr. Forsythe. ---

5	Wm. H. Evans	Reading
6	W. Ritter	Reading
7	Henry Holmes	1103 Springarden st.
8	Mathias Young	2601 Huntingdon St.
9	Wm. Smith	2123 Lawrence St.
10	James Singler	Camden N. J.

10 men not including the 1 fireman, I remained at the St. Charles Hotel untill 5 P.M. and from 3 to 5 P.M. there was no applicants at 5 P.M. I returned to the agency.

Respectfully Submitted

Supt.



OFFICES

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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MURN, CHICAGO.

FOUNDED BY ALLAN PINKERTON.

ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK.

WM. A. PINKERTON,
Gen'l Supt. Western Div.,
CHICAGO.

1850

CONNECTED BY TELEPHONE.

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C.B. & Q.R.R.

Engineers Strike.

Philadelphia, March 3rd, 1888.

H. R. Stone Esq.

Gen'l Mgr. C.B. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Operative J.R.S. reports as follows.

Tuesday, Feb. 28th, 1888.

Today in Philadelphia.

I left my residence at 8.15 P. . and went to Broad St. Station, Penna. R.R. where I met Asst. Supt. E. J. D. and the men who were to proceed to Chicago, Ill. for employment on the C.B. & Q.R.R.

One hundred and seventeen (117) men passed through the gates to the train, they were counted by the gateman, Special Officer and Conductor. We left at 9.50 P.M. for Chicago. On leaving Messrs Bernard Sharkey, Frank McGill and I went through the train and called the names of the men and they were identified by Sharkey and McGill and I issued them a white check. The conductor passed through, punched the checks and counted them before arriving at Harrisburg, he counted 116 men, one man being ejected before we left for being disorderly, he credited me with that amount.

On leaving Harrisburg I counted my list and found that 115

had answered to their names and been checked off, the Conductor from Harrisburg went through and said he counted 115, but credited 116 on the ticket as the other Conductor did.

At Harrisburg we were joined by a man named S. H. Moteststein who was going on his own account in response to a telegram from C.B. & Q.R.R. people to work on the Road, he had his own ticket, but had his meals with our men, for which I paid; he went all the way through and stopped at Briggs House Chicago and reported to C.B. & Q officers. On the train were 47 men from New York in two cars in charge by Operatives T. & M.. At Harrisburg I gave my men some sandwiches for lunch.

Wednesday, Feb. 29th, 1888.

Today enroute for Chicago.

At Midnight we were enroute; we had breakfast at Pittsburgh, I paid \$58 for the breakfasts of 115 men

On arriving at Crestline we had the same arrangement for dinner.

On arriving at Fort Wayne, Ind. we met with a slight demonstration, a body of 20 to 25 men boarded the train and passed through looking at the party, they said nothing until reaching the rear car when they made some offensive remarks, one flourished a revolver and said we would come back in ice boxes. I was not in this car and did not hear this, but was told by the occupants.

I was in the first of my three cars and on seeing the men coming through the head cars I had A. W. Moore of my party lock the door so that they could not pass through, the brakeman preceded the party and opened the door for them, I told them this was a pri-

vate car, but they paid no attention to it. I then went and told my men to say nothing if spoken to, I was afraid something might happen, as all my men were armed and I wanted to preserve quietness if possible, they followed my advice and said nothing, and we left Fort Wayne all right followed by a shout of "Scab" from the platform.

We arrived in Chicago at 11.30 P.M., one hour late and met Messrs Hays and Wilbasky and were put in busses and taken to the Briggs House. A number of strikers were at the depot and tried to talk to the men, but were cut short; our party was landed at Briggs House intact. We watched the men until they retired.. The strikers lounged around the front. At 1 A.M. I retired.

On the way from Philadelphia to Pittsburgh W.H. Bailey of the K. of C. Executive Board rode on train; he came back in the Special car with Bernard Sharkey and spoke to some of the men; Sharkey and Mc.Gill told me he did not censure them, only told them to be good citizens and behave themselves where they were going.

Thursday, March 1st, 1888.

Today in Chicago, Ill.

I arose at 7 A.M., and after breakfast saw men start in parties of 10 to the C.R. & Q. Offices for examination in charge of men from the Agency. I was instructed to go to the Agency and see Supt. Robertson, I did so, and he instructed me to make out lists of firemen and engineers, I did as instructed and also gave him the histories of them I had in my possession.

I was then instructed to return home on the Limited Express.

I had dinner at 1 P.M., and again returned to the Agency and saw Supt. Robertson with whom I had a conversation regarding the

6 men who did not come, he wanted their names, and I informed him the only way that could be ascertained would be to get the list of names reporting for employment and compare it with the original list.

At 4.30 P.M. I went to Union depot and boarded the 5 P.M. Limited Express for Phila, ~~xxxxx~~ and at 8.30 P.M. retired to my berth.

Friday, March 2nd, 1888.

Today Enroute for Philadelphia.

I arose at 7 A.M. and had breakfast and dinner in the dining car; arrived in Philadelphia at 5.05 P.M. and took car to the Agency arriving at 5.25 P.M.

Operative W.H.C. reports

Thursday, March 1st, 1888.

Today in Baltimore, Md.

During the day I engaged three engineers and five firemen; their names are Lewis Ashway, L.H. Coleman, G.M. Howard, C.F. Mohn; H. Guckett; S.D. Myers; E.C. Sherer and Thomas Moran.

I had applications from five engineers who stated they were not working in the business at present, but had retired and bought little farms on their savings, they are not doing well and wish to return to their old business again, but they stated they could not settle matters up or leave their families before four or five days; they spoke of writing to Genl. Mgr. Stone direct.

I have had over 100 applications, but the majority of them are firemen, with some green hands; about 30 engineers have applied they did not have the desired testimonials, they said they would get them and call again, but up to the present time only those

whom I have employed have called. Some of the firemen I have employed have given up positions to go to Chicago. I am also under the impression that some of the engineers who called on me and failed to return are Brotherhood men.

I received a telegram from the Agency instructing me to send what men I had to Mr. Forsythe at the Continental Hotel, Phila., this I was unable to do to-night as the telegram was received too late to see the men, who had left before I received it.

Up to the present time I have 14 men in all, engineers and firemen.

Respectfully submitted

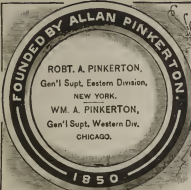
Pinkerton's National Detective Agency

Per

R. J. Swiden

Supt.

S.





OFFICES

PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

BOSTON, 42 & 44 COURT STREET,
JOHN CORNISH, SUPT.

NEW YORK, 66 EXCHANGE PLACE,
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JAS. McFARLAND, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPESHEIMER, Supt.

C.B. & Q. R. R.

Engineers Strike.

Philadelphia, March 27th, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & Q. R. R.

Chicago, Ill.

Dear Sir:-

Asst. Supt. R.J.D. reports as follows.

Tuesday, March 27th, 1888.

Today in Philadelphia.

In compliance with telegrams received from Genl. Supt. R.A. Pinkerton, I called on Mr. Forsyth at the Continental Hotel at 7.50 A.M. and after consultation with him inserted advertisement in the following newspapers:- "Call", "Item", "News", and "Star", for Switchmen, brakemen, &c. for the C.B. & Q. R. R.

At 11 A.M. I called at the St. Charles Hotel and engaged a room for Mr. Forsyth to examine applicants. At 1 P.M. I called at the Continental Hotel with Operative C.H.E. whom I introduced to Mr. Forsyth for the purpose of having him (Operative C.H.E.) go to the St. Charles Hotel with Mr. Forsyth and give him all the aid required in attending to applicants. At 3.50 P.M. I received note from Mr. Forsyth directing me to inform Mr. Stone, Genl. Mgr. C.B. & Q. R. R., that 300 men could be employed in Philadelphia. At 3.50 P.M. I sent telegram with this information to Genl. Supt. R.A. Pinkerton at Chicago.

Operative C.H.E. reports.

Tuesday, March 27th, 1888.

Today in Philadelphia.

About Noon I left the Agency and called at the Continental Hotel where I was introduced to Mr. Forsyth and arranged to meet him at the St. Charles Hotel at 3 P.M.

At 2 P.M. I went to the St. Charles Hotel and found a large crowd congregated around the hotel. Asst. Supt. E.J.D. had engaged room No. 41, and about 3 P.M. the landlord became very angry at the large crowd around the hotel and wanted to refuse us the room.

About 3.10 P.M. Mr. Forsyth arrived and I took him to room 41 where I introduced him to several of the leaders of the gangs, among them being Ambrose Hede and other prominent leaders. Hede and a man named Welsh said they would bring the matter before the meeting to-night and have a number of men down to-morrow ready to go away.

Mr. Forsyth then examined and engaged 34 Conductors and brakemen and told them to report at Broad St. Station at 9.30 sharp and gave them cards of identification.

After the above men were engaged I reported at the Agency.

At 8.45 P.M. I went to Broad St. Station and with Chief Clerk T.G.C. and Operative C.W.L. gathered the men together and at 9.40 P.M. took up tickets for identification. Only 28 of the 30 men passed reported, the other 2 did not make their appearance.

These men took their places in the Special car in charge of Operative C.W.L.. I then left and took car to my residence, discontinuing at 12.30 A.M.

Operative W.H.M. reports.

Tuesday, March 27th, 1888.

Today in Philadelphia.

I left the Agency at 9.10 A.M. and went to the Continental Hotel to see Mr. Forsyth, the Clerk informed me Mr. Forsyth was probably in the dining room at breakfast. I waited until 10.55 A.M. when I saw Mr. Forsyth, gave him the letter from Asst. Supt. E.J.D. and received from him a package which contained the names of applicants, which he had previously received at the Agency.

I returned to the Agency at 11.15 A.M. and reported.

Operative E.H.V. reports.

Tuesday, March 27th, 1888.

Today in Philadelphia.

I left the Agency at 9.45 A.M. and went to 2027 E. Sergeant St. the residence of John F. Bergen; on arriving there Bergen was absent, but Mrs. Bergen went out to look for him and brought him in: I made him acquainted with the nature of my message, viz. to call at the St. Charles Hotel at 3 O'clock with experienced Switchmen, &c. such as he could recommend; I also gave him a list of men in the neighborhood; he promised to be at the hotel and do the best he could in the matter.

I returned to the Agency at 11.25 A.M.

I left the Agency again at 11.30 A.M. and went to the residence of Jos. Burnes, No. 6 Pine St. and instructed him to call at the St. Charles hotel; went to C.J. McCully's 231 Pine St. and left a note instructing him to call at the St. Charles Hotel.

Balch Bros. 515 Pine St. were not at home, I left a note at their

residence requesting them to call at the St. Charles Hotel.

Chas. Ward who was given as residing at 708 Sansom was not known there.

I returned to the Agency at 2.45 P.M.

Operative C.J.M. reports.

Tuesday, March 27th, 1888.

Today in Philadelphia.

I left the Agency at 11.35 A.M. to notify the following persons to call at the St. Charles Hotel at 3 P.M.:

E.A. Burdick, 518 N. 3rd St., he was not at home, I left a card requesting him to call on Mr. Forsyth at St. Charles Hotel.

Jos. Custler, 1072 Germantown Ave., I saw this party and he promised to report to Mr. Forsyth.

Went to 47 Otter St. and inquired for Chas. Dougherty, was informed he was in Reading..

Went to the residence of Joe Bradley 1109 Poplar St., I was informed no such person resided here, I made inquiries in the neighborhood, but could not find him.

Next went to Martin J. Jones 910 N. 8th St., saw him in person, and he promised to report to Mr. Forsyth.

I went to 925 Mt. Vernon St. and inquired for F. Kline and was informed he had moved from the house yesterday, nobody knew where he had moved to.

Next visited Geo. W. Cox Jr., 439 N. 8th St. and left a note requesting him to call at the St. Charles Hotel.

I then discontinued and returned to the Agency.

Operative J.C.L. reports.

Tuesday, March 27th, 1888.

Today in Philadelphia.

I was instructed to go to the residence of Ambrose Hede at Port Richmond and deliver to him a letter containing instructions.

I left the Agency at 6 P.M. and went to Ambrose Hede's residence 3137 Clifton St. where I delivered the letter to him, and after reading it he said he would at once dispatch a messenger to Keystone Hall to see if he could not secure it for to-morrow, and if he could not do so he would procure Mutual Hall, Neff & Richmond St. and would give due notification of which he had engaged.

I then discontinued and returned to my residence at 7.45 P.M.

Chief Clerk T.G.C. reports.

Tuesday, March 27th, 1888.

Today in Philadelphia.

At 4 P.M. I left the Agency and went to the St. Charles Hotel where I saw Mr. Forsyth who informed me he would send about 30 men West to-night and would like an Operative sent along with them to take charge.

I then returned to the Agency and reported to Asst Supt. Dougherty after which I returned to the St. Charles Hotel and saw Mr. Forsyth who instructed me to make arrangements for a Special car and also get the reduced rate for meals for the men and he (Mr. Forsythe) would furnish the money and tickets for the men. I then returned to the Agency and reported to Asst. Supt. Dougherty who instructed me to go ahead and make the arrangements. It was

now after 5 P.M. and I went to the Penna. R.R. Office, but it being after 3 P.M. I was refused admittance to the Passenger Dept., being told by the Officer at the door that everyone had left. I then left here and went to Broad & Chestnut St. and inquired for J.K. Shoemaker but he had gone for the day. I went to Broad St. Station and went to Mr. Latta's rooms and learned he had gone for the day, but I saw a Mr. Zehender a clerk in the Office, and explained to him what I desired, he said there was nobody around there who could make arrangements for reduced prices on the meals and desired me to call on Mr. Boyd at his residence and he could fix up about the car and meals. Not deeming this advisable if it could be avoided, as these R.R. Officials do not care to be annoyed with business at their private residence, I finally persuaded Mr. Zehender to make some effort to have an extra car attached to train No. 9 for the party of men, and after some trouble on his part he said he thought it could be done and advised me to call back at 8 P.M. and see Mr. Williams and he would arrange to fix the matter up. I then went to my residence and had supper, after which I returned to Broad St. Station and explained my case to Mr. Williams, he informed me that Mr. Zehender had arranged the matter and the car would be at our disposal.

I then went down in the depot and saw Operatives C.H.E. and C.W.L. and twenty eight men, switchmen and brakemen.

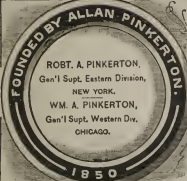
At 9.30 P.M. Mr. Forsyth arrived and the men were at once passed through the gate and Operative C.W.L. was placed in charge.

I then discontinued and went to my residence at 10.15 P.M.

Respectfully submitted
Pinkerton's National Detective Agency

Per

R. J. Dunder
Supt. S.



Pinkerton's National



Detective Agency

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

C.B. & O.R.R.

Engineers Strike.

Philadelphia, March 29th, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & O.R.R.

Chicago, Ill.

Dear Sir:-

Operative C.H.R. reports.

Wednesday, March 28th, 1888.

Today in Philadelphia.

At 8.15 A.M. I left the Agency and went to the Continental Hotel and at 9.15 A.M. saw Mr. Forsyth and he came with me to the Agency.

We then took car to 2nd & Poplar st. and went to Keystone Hall. Shortly after our arrival we found the crowd was so large as to hinder us from working effectually; I therefore sent Operative W.H.M. for a police officer and then went into the Hall and examined brakemen and Mr. Forsyth examined Conductors in the ante Room. During the forenoon we engaged 50 conductors and brakemen.

I left at 12.30 P.M. and made arrangements to have the Hall entirely for engaging the men in; I gave the Police Officer fifty cents for his dinner and left him and Operative W.H.M. in charge.

We then took car to the Agency and I left Mr. Forsyth and got dinner.

At 1.45 P.M. I went to the Continental Hotel and about 3 P.M. Mr. Forsyth and I took cars to 2nd & Poplar St..

At 5 P.M. we returned to the Continental Hotel where Mr. Forsyth gave me 101 tickets from Philadelphia to Chicago; upon counting up we found we had engaged 102 men.

I then went to my residence and had supper, after which I went to Broad St. Station, I met Chief Clerk T.G.C. and guards D.B. and J.M.R., I took up tickets of identification from 93 men who were sent in charge of Guards B.B. and J.M.R., the latter being furnished with \$100 for the men's meals.

I took car to my residence, arriving at 10.30 P.M.

Chief Clerk T.G.C. reports.

Wednesday, March 23th, 1888.

Today in Philadelphia.

I left the Agency at 11 A.M. and went to the P.R.R. Office and saw the Chief Clerk in Mr. Boyd's Department, he said he would arrange to have the meals furnished at the reduced rate, but it would be well to let them know each day about how many would be leaving. I then returned to the Agency and at 1 P.M. received instructions to arrange transportation and meals for 100 men. I went to the P.R.R. Office and again saw the Chief Clerk in Mr. Boyd's dept. and informed him of the number which would probably leave to-night, he said he would have sufficient cars provided and arrange the meals, and he thought he could fix it to have the reduced rate for the men who went out last night. I then returned to the Agency and was instructed to be at Broad St. Station

tonight when the men were leaving and to put guards J.M.R. and D.F.B. in charge of the men.

At 9 P.M. I was at the P.R.R. Station and there met Operative C.H.E. who informed me Mr. Forsyth would not arrive until 9.40 P.M. and we should put the men through the gates. Operative C.H.E. gave me 101 tickets from Phila. to Chicago and at 9.20 P.M. we started the men through the gates and passed ninety three men, I furnished each man with a ticket and one to each of the guards, making ninety five tickets used, the remaining six I gave to Operative C.H.E. to return to Mr. Forsyth. Mr. Forsyth arrived at 9.40 P.M..

After seeing the men were aboard the train I went to the Telegraph Office and sent the following telegram in cipher to Genl. Supt. R.A. Pinkerton at Chicago:- "Guards J.M.R. and D.F.B. left nine fifty tonight via Fort Wayne with ninety three men, arrive in Chicago nine thirty to-morrow night, meet them."

I then discontinued and went to my residence, arriving at 10.30 P.M.

Operative W.H.M. reports.

Wednesday, March 28th, 1888.

Today in Philadelphia.

I left the Agency at 8.45 A.M. and went to the St. Charles hotel where I sent about 55 applicants for positions as brakemen and Conductors to Keystone Hall 2nd & Poplar. I remained until 10.30 A.M. when I returned to the Agency. I left the Agency immediately and went to Keystone Hall 2nd & Poplar where I met Mr. Forsyth and Operative C.H.E.; there was an immense crowd around the Hall, and Mr. Forsyth sent me for an Officer to

maintain order in the Hall. I went to 7th Dist. Station House St. John St. below Green and saw Lieutenant Albright who detailed an Officer to the Hall to act under our instructions.

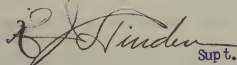
I then returned to the Hall and assisted Operative C.H.E. in taking the names of applicants for positions as brakemen.

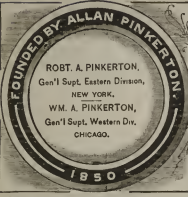
At 12.20 P.M. Mr. Forsyth and Operative C.H.E. left the Hall telling the men there would be no more applicants examined until 2 P.M.. I then left for dinner, after which I returned to the Hall and about 3.05 P.M. Mr. Forsyth and Operative C.H.E. returned and I assisted them and admitted the applicants to the Hall. I remained here until 4.50 P.M. when I left and reported at the Agency at 5.05 P.M.

Respectfully submitted

Pinkerton's National Detective Agency

Per


Supt. S.





OFFICES.

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CONNECTED BY TELEPHONE.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

G.B. & Q.R.R.
Engineers Strike.

Philadelphia, March 30th, 1888.

H.B. Stone Esq.
Genl. Mgr. C.B. & Q.R.R.
Chicago, Ill.

Dear Sir:-

Operative C.H.R. reports as follows.

Thursday, March 29th, 1888.

Today in Philadelphia,

At 8.30 A.M. I left the Agency and went to the Continental Hotel where I met Mr. Forsyth and we took cars to Keystone Hall. During the forenoon I engaged brakemen and Mr. Forsyth examined and engaged Conductors. At Noon we took a recess for lunch, I gave the police officer on duty fifty cents to get his lunch.

At 2 P.M. we again started to examine the men and by 4.30 P.M. we had engaged 37 Conductors and 93 brakemen.

At 4.30 P.M. Mr. Forsyth and I left the Hall and went to the Continental Hotel, went to the P.R.R. ticket Office and engaged 120 tickets from Philadelphia to Chicago; I was about to take the tickets when Mr. Forsyth came in with a telegram from Genl. Mgr. Stone not to send any more men to-night, but hold.

I then took the telegram to the Agency and acquainted Asst. Supt. Dougherty with its contents. I then left and went to my residence and at 8 P.M. went to Broad St. Station and saw most of the men to whom I explained the situation, but told them to come to Keystone Hall to-morrow afternoon and I would see if there were any further instructions in regard to sending any more out.

The men all growled at this disappointment and it required a vast amount of explanations to keep them quiet; numbers of good men said they would not come again, but I talked to them and explained that we wanted to do what was right, and told them come to the Hall to-morrow afternoon and if there were any orders for any more men they would be the first sent.

I saw Chief Clerk T.G.C. and remained around until 9.20 P.M. when I found it was useless for me to remain any longer, I therefore discontinued and went home.

Chief Clerk T.G.C. reports.

Thursday, March 29th, 1888.

Today in Philadelphia.

At 2.30 P.M. I called at the Penna.R.R. Office and saw Rufus M.Pile Esq., Chief Clerk to Asst.Genl.Pas-senger Agt. and arranged with him to have transportation and meals for one hundred and twenty five (125) men; he told me that as Friday was a Legal Holiday I had better make some arrangements if any men were to go out to-morrow; I told Mr.Pile I would see Mr.

Forsyth and call back about 4 P.M.. I then went to Keystone Hall where I saw Mr.Forsyth who told me he would continue to send men out until further orders. I returned to P.R.R.Office and saw Mr.Pile and made final arrangements so that in case men would go on Friday I could make arrangements at Broad St.Station for their transportation and meals. I returned to the Agency at 4.58 P.M. and was shown Genl.Mgr.Stone's telegram to Mr.Forsyth instructing him to hold any men he might have until further orders.

I immediately went to P.R.R.Office and succeeded in seeing Mr. Pile he said he would countermand all orders to date, he gave me his private address so I could see him to-morrow if necessary I then returned to the Agency.

At 8 P.M. I left my residence and went to Broad St.Station where I saw quite a large number of railroad men ready to leave for the West. I also saw operative C.H.R. who went among the men and notified them none would leave tonight, but told all hands to be at Keystone Hall to-morrow afternoon and they would be given further instructions. This created considerable excitement and I could hear considerable growling among them. I remained around some time and after it began to cool down I selected a man who was one of the agitators and had quite a talk with him and succeeded in getting him to counsel the men to go to their homes and be at the Hall on Friday; I also talked to two other men who came down from Bridgeport who said they would not mind so much only they were put to expense to get here; I advised them to call at the Hall to-morrow, see Mr.Forsyth and explain their case to him and I thought he would be satisfied to do whatever was right in the matter. It was then 9.45 P.M. and the crowd had pretty well thinned out, so I discontinued and went to my residence.

Operative C.J.M. reports.

Thursday, March 29th, 1888.

Today in Philadelphia.

I was instructed to go to the vicinity of Keystone Hall, mingle among the men applying for positions and see if any party or parties attempted to intimidate or coax or in any way persuade the men from seeking employment; to see if any of those employed gave their tickets to anyone else, and if so to report the fact immediately to Mr.Forsyth.

At 8.40 A.M. I left the Agency and went to 2nd & Poplar St., found quite a number of men at Keystone Hall and all seemed anxious to secure employment. I circulated amongst them until 11.45 A.M. but did not see anybody attempting to interfere with them or anything of an antagonistic feeling.

At 12.15 P.M. I was instructed by Mr.Forsyth to proceed to the Agency and inform Asst.Supt.Dougherty that two cars were required

for tonight; I therefore left and reported to Asst. Supt. Dougherty who instructed me to endeavor to ascertain the exact number of men to be shipped to-night so he could make arrangements accordingly.

I returned again to Keystone Hall and at 2.10 P.M. Mr. Forsyth informed me he would ship 125 men to-night; I immediately returned to the Agency and reported this to Asst. Supt. Dougherty.

I returned to Keystone Hall and remained among the men until 4.15 P.M. when Mr. Forsyth and Operative C.H.B. discontinued the examination, and I was instructed to return to the Agency, which I did.

Respectfully submitted
Pinkerton's National Detective Agency

Per

B. J. Winder
Supt. S.

Pinkerton's National Detective Agency

"WE NEVER SLEEP."

OFFICES.

PHILADELPHIA, 48 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

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 Kansas City, 105 & 107 West Sixth St.
 C. H. EPPELSHEIMER, Supt.

C.B. & O.R.R.

Engineers Strike.

Philadelphia, March 31st, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & O.R.R.

Chicago, Ill.

Dear Sir:-

Operative C.H.E. reports as follows.

Friday, March 30th, 1888.

Today in Philadelphia.

At 8.45 A.M. I left the Agency and took car to Continental Hotel where I was to meet Mr. Forsyth. I sent my card to Mr. Forsyth's room, he sent me down a card stating he had no special word, may be down at 9.15.

At 9.15 A.M. Mr. Forsyth came down and said he had received no word, but I should call at the hotel at 2 P.M. and he would give me some word to send to the men waiting at Keystone Hall.

I returned to the Agency and reported to Asst. Supt. Dougherty and was instructed by him to await any orders Mr. Forsyth might send.

At 2.30 P.M. Mr. Forsyth came to the Agency and I received instructions to go to Keystone Hall and post a notice and explain to the leaders the situation, that we were sending more men out at once than the Road could handle, but as soon as orders came for any men those who had already been examined would be sent first and

they would be notified through the Daily papers when wanted.

I then left the Agency and took car to Keystone Hall and found the largest crowd around there that I have seen yet, as soon as the men saw me they made a rush for the hall, but no persons were allowed inside the building except the eight men who came from Bridgeport.

I went up stairs and found Ambrose Hede, F. Welsh and the Bridgeport men and explained the situation to them, posted the notice on the front door and explained the situation to some of the men outside.

I went up stairs and saw Leonard E. Haines who represented the Bridgeport Contingent, he informed me that the men had come down unprepared as far as money was concerned as they expected the Railroad would take care of them for a few days until they started in to work, and they had been out of work so long that they had to borrow some money to come down to the City with. I inquired as to how much expense each man had been put to and they figured it as \$2 each for board, lodging and Railroad fare; I told them I would see if I could get the money for them. All the men were anxious to get away and agreed to stick by the Co..

I then took car to the Agency where I saw Asst. Supt. Dougherty and explained the situation to him and he gave me the money to pay the Bridgeport men. I took car to Broad St. Station and saw the men from Bridgeport, except one who had gone home, paid each man \$2 and got a receipt for it, they wanted money for the man who had gone home, but I refused unless I had his signature. Leonard E.

Haines told me if the Railroad wanted the men to telegraph to him at Bridgeport, Montgomery Co., Pa. and he would have the men ready at four hours notice. I then discontinued and went home.

Respectfully submitted

Pinkerton's National Detective Agency
Per

E. J. Davidson
Supt.



ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK,
WM. A. PINKERTON,
Gen'l Supt. Western Div.
CHICAGO.

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D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

New York, March 29th, 1888.

Henry B. Stone, Esq.,

Gen'l Mgr. C. B. & Q. Railway,

Chicago, Ill.

Sir:-

On Monday, 26th inst, we received orders from our Chicago Agency to proceed engaging men to take the places of the striking switchmen on your road. We at once set about inserting advertisements in the various newspapers of this city and Brooklyn and these advertisements will be continued until we receive orders from you through our Chicago Agency to stop. We had operative M.B.T. engaged during the night in conveying messages to the residences of some of the operatives who were to be engaged on this matter on Tuesday.

Early Tuesday morning we set our operatives to work on the matter and their reports are embodied below:

Operative C.H. reports: To-day in company with operative J.W. L. who was detailed to assist me, I received the following instructions: To go to No. 61 Broadway, room 46 and engage foremen and switchmen for the C. B. & Q.R.R. and only to take first class men who can show A 1 references as to character, ability etc. Applications came in slowly, and at 4:00 p.m. I had engaged six foremen and two switchmen, all of whom had good references.

At 4:50 p.m. Supt. Bangs came into the office with operative J.C.

P. and after the men received instructions from Supt. Bangs I then left No. 61 Broadway with operatives J.C.P. and J.W.L. and the eight men and went to Smith and McNell's⁷ dining rooms on Greenwich Street, and after the men had their supper, we left there and went to the P.R.R. foot of Cortlandt Street, and after I had bought the tickets we all went over to the Penna. R.R. depot, and at 7:15 p.m. the eight men in charge of operative J.C.P. left on the train for Chicago.

I then returned to New York in company with operative J.W.L. and went home."

The report of operative J.W.L. is incorporated in the foregoing.

Operative M.B.T. reports: "This morning I proceeded to Elizabethport and Elizabeth to obtain switchmen, foremen and conductors to be employed on the C. B. & Q. R.R. I called on Supt. Stearns of the C. R.R. of N.J., who said he would send all that came to him to the address given in papers. I then saw Mr. Frick, the train master, who said James Holcomb was asking for a job this morning. I went to No. 151 Park Street, Elizabethport to see Holcomb, but he did not live there. At Elizabeth I met Deputy Sheriff Dixon and told him my business and also told him to tell all railroad men he knew that I was in town hiring men. I then went to Elizabethport and went down on the P. & R. docks to see Mr. Wallace, but he was at dinner. At 1:25 p.m. I saw him and he had Geo. Paulman, conductor, see me, and whom I engaged after I saw W. J. Husband, despatcher on C.R.R. of N.J. who said he would not give written recommendation, but would say that Paulman was a good railroad man. Mr. Husband also recommended John Lynch and Conroy as good railroad men, all whom I left Elizabethport with on

3:35 p.m. train for New York, arriving at No. 61 Broadway at 4:20 p.m. and delivered them to operative C.H. At 6:30 p.m. I left New York for Elizabeth, arriving there at 7:05 p.m. After supper I lounged around the depot for about 30 minutes, then proceeded to Elizabethport going into Con Donohoe's saloon on First Street. I remained around there and other saloons on the street until 9:30 p.m. when I proceeded to Elizabeth to the Cottage Hotel for the night without engaging other men."

Operative S.M.J. reports: "I was instructed to go to the Grand Central Station and look up idle foremen or yard conductors and switchmen, and to call on Mr. Toucey of the New York Central R.R. or Mr. Vorhees, Asst. Manager. Mr. Toucey had no charge of applications for such positions, which was left to road masters and station or yard bosses. Mr. Toucey stated that terminals was the correct place to look for switchmen, such points as East Buffalo, East Albany, Dewitt etc. No list of applicants was kept, and I could get no assistance from Mr. Toucey. I then went to the yards to find the yard master, and learned that J. H. Franklin was the station master and Mr. Sheldon had charge of the men around the yards. Mr. Franklin said he kept no names of applicants; they have but one ground switchman; the others were tower switchmen; trainmen lived out of the city and he knew of none idle at the present time, but would send any that might apply for positions to the office No. 61 Broadway, after he had examined them and knew they were competent. I picked up one man from Buffalo named Wm. Lynch and after Mr. Sheldon had recommended him as an old hand of 13 years experience I took him to the office, No. 61 Broadway and ar-

ranged for shipment to-morrow; he was waiting for money and clothing from Buffalo on No. 5 this evening due at 9:00 o'clock. The terminal at 61st Street and on to 67th Street and 10th Avenue I visited and looked up W. E. O'Brien, yard boss, also Mr. Mulvey, assistant.

I learned that some days men came around for positions as switchmen, but none appeared to be around at this time. I soon learned that little or no interest was taken and to get men required scouring around for them. Mr. Mulvey gave me two names, Davis and Pritchard, and I looked them up on 65th Street and learned that both had been discharged for drunkenness. I then looked up a man (a good one) named E. C. Chase, No. 1393 9th Avenue, between 82nd and 83rd Streets. He has a son, Charles, over 6 ft tall and both are old hands, and will report at the office to-morrow for shipment. I then learned of James W. Edwards and went to the reading room of the N.Y.C. R.R. at the corner of 60th Street and 10th Avenue and learned that Edwards was a bright young Englishman, plenty of ambition, trusty, and a good switchman.

I learned his address was No. 229 West 67th Street and went there and found him; he will go to-morrow and report at the office for shipment. I also found James McLemen, a switchman, who will also report to-morrow at the office for shipment; both have been with the New York Central R.R. Then I learned of the McDougal brothers on 67th Street between 10th and 11th Avenues. I had a long chase after them and at last found parties that were members of their family, and stated that they would not be at home until evening, and they would receive my card and directions to the office. I again saw Mr. O'Brien. He said he had laid the McDougals off as they were last on and had been with

the road about 11 months. The older brother was good at any switching or foremans' duties; the younger was a little young but not a fault in age, as he was of good material. I learned that two engineers from the C. B. & Q. Road had called on Mr. O'Brien yesterday for positions; they had good letters from "Q" road and were members of the Brotherhood. They said they had given it up at Chicago, but they got no work at these yards. I was also informed that a C. B. & Q. car came through yesterday and was sent all right to 33rd Street."

Operative T.A.G. reports: "This morning I proceeded to D. L. & W.R.R. Co's terminus at Hoboken, N.J. I saw Asst. Supt. Griffith, who employs all the men, and he said they had no list of unemployed men, but that such men called daily looking for work and he would send them to J. W. Hamilton; he knew of no other way to get men. The class of men we are looking for he said are hard to obtain, and are a worthless set as a rule. Mr. Griffith had no objection to my canvassing his employees generally as to their knowledge of railroad men who are now idle. Capt. Harney said if I would meet him and Detective McKenna to-morrow at 9:00 a.m. at the D. L. & W. depot they would accompany me. In the meantime McKenna who was then out on the road at Summit, N.J., would be in, and Harney would see him and would make further enquiries this evening with a view to getting some information in regard to idle men. I sent one man named Burke to J. W. Hamilton for a position as brakeman."

Operative C.D. reports: "I proceeded to Bay Ridge to-day and made numerous enquiries of the employees of the Sea Beach R.R. I was informed that the men are recruited from the different railroads out-

side of New York to run for the summer season. A number of the unemployed men that I saw said they would not go away, as they could get a job soon in the vicinity. I gave Hamilton's address to a few men who promised to call."

Operative W.A.D. reports: "This morning I called on J. J. Cetlin yard master of the Penna. R.R. He informed me that he had but 12 men on the extra list. He also said that he could not recommend any one of them, and that some of them had been laid off for drunkenness but he would do all that lay in his power to help me to get men, and that he would try and find some men and if he succeeded he would send them to J. W. Hamilton.

I went out to the freight yard at Marion, N.J. but without any better results as the yard master informed me that all the men were hired at Jersey City. He did not know where I could find any men for that purpose."

Operative A.F.K. reports: "I went to the offices of the Erie R.R. in Jersey City and saw Mr. Staples, the train Supt. Mr. Staples said he would be only too pleased to do all in his power to help the C. B. & Q. R.R. or the Agency. He then took from a book a list of names, with the remark that they were the only names he had at present, but that he had men applying every day, whose names he did not take down. He said all who applied for the next few days he would send over to Mr. Hamilton. He referred me to the yard master, M. Jordan, to learn the address of one of the men. I saw Jordan and he told me that the man, Thos. Kirwin, he thought, had gone home, to Sullivan County,

N.Y. as he was sick. He said he did not know any switchmen or yard brakemen who were out of a job; that when any men applied to him and he was convinced they were good men he generally sent them with a note to Mr. Staples, who engaged them for their own road. I then called upon the various persons whose names I had, after which I discontinued.*

Operative J.C.B. reports: "To-day I went to Long Island City and had an interview with Gen'l Mgr. J. D. Barton of the Long Island R.R. Mr. Barton said they kept no register of applicants; that they made a practice to set up their own men. In all cases they promoted from their own ranks. Mr. Barton said that he was in full sympathy with the C. B. & Q. and would be very glad to lend a helping hand. Mr. Barton called in one John Donnelly, yard master, at Long Island City, and asked Donnelly if there was any man available for the required service, either about the yard or known to him about the city. Donnelly replied there were none at all.

The only place to canvass would be in and about saloons, and while I might possibly in this way pick up a few men they would not be of a class that would make a reliable men; they considered it a very poor way to get men. Donnelly said there were no men about the yard who would leave here to go West.

I applied to Col. F. K. Hain of the consolidated "L" roads. Col. Hain said that his Company did not keep any book of applicants, at least not for this branch of their service. Col. Hain said he was in hearty sympathy with the "Q" road. He would take this matter under consideration and if he could devise any way to render assistance he would not fail to let Mr. Pinkerton know immediately.

I went to Brooklyn and called on Col. Martin of the New York and Brooklyn Bridge. Col. Martin said he had no men. He did not keep any list of applicants for the reason that it had not been found necessary, the number of applicants was so great. Col. Martin said he felt an interest in seeing the "Q" hold its own and come out all right."

Operative C.M. reports: "To-day I proceeded to the offices of the West Shore R.R., Weehawken, N.J. I saw the Supt. and he sent me down stairs to Mr. Bradley, the train master. The train master told me they only kept an extra list of eight or nine men, but that nearly every day men come to him looking for positions. He told me he had no less than six men call yesterday seeking employment. He promised he would take the names and addresses of any men that called and would also send them over to Mr. Hamilton. I obtained permission from the train master to go among his men in the yard. I visited several of the switchmen and gave five of them Mr. Hamilton's address and told them that if they came across any others to send them over to Hamilton. The yard master told me he would send any men that called over to Hamilton."

Yours Respectfully

Pinkerton's Natl Det Agency

Robert A. Pinkerton

Gen'l Supt. Eas. Div.

FOUNDED BY ALLAN PINKERTON

WM. A. PINKERTON,
Gen'l Supt. Western Division.
CHICAGO.

ROBT. A. PINKERTON,
Gen'l Supt. Eastern Div.
NEW YORK.

1850



**Pinkerton's National
Detective Agency**

OFFICES

CHICAGO. 191 & 193 FIFTH AVE.,
WM. A. PINKERTON, SUPT.

DENVER, OPERA HOUSE BLOCK,
JAS. CHAS. O'LEAMES, SUPT.

PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

NEW YORK, 66 EXCHANGE PLACE,
GEO. D. BANGS, SUPT.

BOSTON, 42 & 44 COURT ST.,
JOHN CORNISH, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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ST. PAUL, UNION BLOCK,
W. J. LOADER, SUPT.

KANSAS CITY, 105 & 107 WEST SIXTH ST.,
O. H. EPPENHEIMER, SUPT.

CHICAGO, APRIL 10TH. 1888.

H. B. STONE ESQ.,

GENL. MNGR. C. B. & Q. RY.

CITY.

DEAR SIR,

FOLLOWING YOU WILL PLEASE FIND REPORT OF OPERATIVES G. W. H.

& J. F.

SATURDAY. MARCH 31ST. 88.

TODAY IN PHILADELPHIA,

THE OPERATIVE LEFT BROAD STREET AT 9.50 P. M.

AND HAD IN CHARGE 49 MEN, THEY ARRIVED AT PITTSBURG ABOUT 8.20

A. M., AND REACHED CHICAGO AT 9.30 P. M.. WERE MET AT THE DEPOT

BY ASST. SUPT. M., WHO ACCOMPAINED THEM TO THE BRIGGS HOUSE.

THE TRIP WAS MADE QUIETLY, AND THERE WAS NO TROUBLE AT
ANY POINT.

YOURS RESPECTFULLY.

PINKERTON NAT'L. DETECTIVE AGENCY.

BY.

W. A. Pinkerton

GENL. SUPT. WESTERN DIVISION.

F. T.

OFFICES.

PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

BOSTON, 42 & 44 COURT STREET,
JOHN CORNISH, SUPT.

NEW YORK, 66 EXCHANGE PLACE,
GEO. D. BANGS, SUPT.

CHICAGO, 191 & 193 FIFTH AVENUE,
WM. A. PINKERTON, SUPT.

ST. PAUL, 83 TO 86 UNION BLOCK,
W. J. LOADER, SUPT.

DENVER, 1 & 2 OPERA HOUSE BLOCK,
CHAS. O. EDWARDS, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. BEWARD, NEW YORK.
LEWIS O. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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Kenn. 101, 102 & 107 West Sixth St.
H. EPPSTEINER, Supt

C.H.E
T.G.C.
C.W.L

C.B. & Q.R.R.

Engineers Strike.

Philadelphia, April 2nd, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Operative C.H.R. reports as follows.

Saturday, March 31st, 1888.

Today in Philadelphia.

At 9.30 A.M. I accompanied Mr. Forsyth in search of a suitable room in the immediate neighborhood of the Agency for the purpose of receiving applicants for positions on the C.B. & Q.R.R. After some search we were unable to obtain one as people were not willing to rent a room for a few days. We returned to the Agency and Chief Clerk T.G.C. took charge of the matter.

I then took car to Keystone Hall and sent a messenger to the residences of Ambrose Hede and Welch.

I posted a notice on the Hall desiring those only who had tickets for March 29th to call at 45 S. 3rd St. between 2 and 5 P.M. to have their tickets renewed to go to-night.

I then took car to the Agency and found the first floor of 45 S. 3rd St. had been engaged, and at 2 P.M. Mr. Forsyth and I commen-

ced to examine applicants and take the names of the men and during the afternoon we engaged 51 men.

I also telegraphed L. R. Haines, Bridgeport, Pa. asking if he would have men at Broad St. Station tonight to go to Chicago, and about 3 P.M. received an affirmative answer.

At 6.30 P.M. I took car to Broad St. Station and got the men together, and also met Chief Clerk T.G.C. who assisted me in getting 49 men aboard the 9.50 P.M. train for Chicago. The lot of men consisted of 35 brakemen and 14 conductors.

After the train had started out I discontinued and went to my residence.

Chief Clerk T.G.C. reports.

Saturday, March 31st, 1888.

Today in Philadelphia:

At 3.15 P.M. I left the Agency and went to the P. R. R. Office where I saw Rufus M. Pile Esq. and notified him to arrange transportation and meals for 50 men, this he agreed to attend to. I then returned to the Agency.

At 8 P.M. I left my residence and proceeded to Broad St. Station where I met Operative C.H.E. and Mr. Forsyth and guards Hill and Farren and at 9.35 P.M. we passed 35 brakemen and 14 conductors aboard the train; guard Hill was given their tickets and \$32 to pay for meals.

I then sent a telegram to the Chicago Agency notifying them of the fact of the men leaving.

I then discontinued and went to my residence.

Operative C.W.L. reports.

Saturday, March 31st, 1888.

Today Enroute for Chicago.

At 6.55 A.M. I arrived in Chicago, boarded bus and was driven to the Briggs House where I had breakfast after which I reported to the Agency for instructions.

At 11.30 A.M. I was sent to the C.B. & Q.R.R. Co's building to ascertain how many men were going to the Briggs House for dinner, and after obtaining the number I returned to the Agency.

I then went and had dinner, and at 2 P.M. returned to the Agency where I was instructed by Genl. Supt. R.A. Pinkerton to take the first train for Philadelphia.

I then boarded car and rode to the depot and boarded the train which left for Philadelphia at 3.40 P.M., 25 minutes late.

I had supper at Mt. Wayne and at midnight was enroute.

Sunday, April 1st, 1888.

Today Enroute to Philadelphia.

At 7.35 A.M. we arrived in Pittsburgh and had breakfast. At Harrisburg we had dinner, and arrived in Philadelphia at 6.50 P.M.

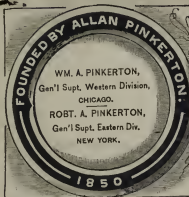
I then boarded car and went to my residence.

Respectfully submitted

Pinkerton's National Detective Agency

Per


Supt.



OFFICES.
CHICAGO, 191 & 193 FIFTH AVENUE,
WM. A. PINKERTON, SUPT.
PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.
NEW YORK, 66 EXCHANGE PLACE,
GEO. D. BANGS, SUPT.
BOSTON, 42 & 44 COURT STREET,
JOHN CORNISH, SUPT.
ST. PAUL, 53 TO 56 UNION BLOCK,
W. J. LOADER, SUPT.
DENVER, 14 & 2 OPERA HOUSE BLOCK,
CHAS. J. CONNELLEY, SUPT.
JAMES McFARLAND, Supt.
ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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CHICAGO, APRIL, 4TH. 1888.

H. B. STONE ESQ.,

GENL. MNGR. C. B. & Q. RY.

CITY.

DEAR SIR,

FOLLOWING YOU WILL PLEASE FIND REPORT OF OPERATIVE 'C. W. L'

TUESDAY MARCH 27TH. 88.

TODAY IN PHILADELPHIA.

THE OPERATIVE RECEIVED INSTRUCTIONS FROM ASST.
SUPT. 'E. J. D'. TO TAKE CHARGE OF A PARTY OF MEN TO LEAVE BROAD
STREET STATION AT 9.30 P. M. IN ROUTE FOR CHICAGO.

AFTER LEAVING HIS RESIDENCE, THE OPERATIVE BOARDED A CAR
AND RODE TO THE STATION, WHERE HE WAS JOINED BY CHIEF CLERK T. G. W
CONKLIN, AND OPT. 'C. H. E'. THE PARTY OF MEN INCLUDING CONDUCTORS
AND BRAKEMEN NUMBERED 27 IN ALL.

AT 9.40 P. M. (TEN MINUTES LATE) THE TRAIN LEFT PHIL.
PREVIOUS TO LEAVING THE OPERATIVE WAS HANDLED TICKETS FOR HIMSELF
AND \$40 BY. MR. FORSYTH, WHO HAD GIVEN EACH MAN HIS TICKETS.

ON BOARDING THE TRAIN THE OPERATIVE COLLECTED THE TICKETS
FROM THE MEN.

WEDNESDAY. MARCH 28TH. 88.

TODAY IN PITTSBURG.

THE PARTY ARRIVED AT 8.15 A. M. IN PITTSBURG,
AFTER CHANGING CARS, THEY PROCEEDED ON THEIR JOURNEY TO CHICAGO.

ARRIVED IN CHICAGO AT 10.15 P. M. AND WERE MET BY GENL.
SUPT. AND ASST. SUPT. 'M', WHO HAD BOARDED THE TRAIN AT 10.15.

THE PARTY WERE THEN TAKEN TO THE BRIGGS HOUSE.

THURSDAY, MARCH 29TH. 88.

TODAY IN CHICAGO.

AT 7 A. M. THE OPERATIVE AROSE, AND AFTER GETTING THE MEN TOGETHER WITH THE ASSISTANCE OF OPR. "J. P.". WHO HAD COME FROM NEW YORK WITH 9 MEN, THEY WERE JOINED BY GENL. SUPT., AFTER THIS THEY WENT TO BREAKFAST AND THEN TO THE C. B. & Q RAILWAY OFFICE.

ONE MAN HAD DISAPPEARED. BUT WAS FOUND LATER IN THE DAY AND INFORMED THAT THE PLACES WERE ALL FILLED. AT NOON THE MEN ALL HAD DINNER AT THE BRIGGS HOUSE, AFTER WHICH THEY RETURNED TO THE C. B. & Q. OFFICE, WHERE OPERATIVE WAS INSTRUCTED BY THE SUPT. TO TAKE CHARGE OF 10 MEN WHO WERE TO GO TO CRESTON AT 10.30 P. M.

THE MEN WERE TAKEN TO SUPPER AT 6.30, AND OPERATIVE REMAINED WITH THEM AT THE HOTEL UNTIL 10 P. M. HE THEN BOARDED A BUS, WITH THE 10 MEN AND MR. GRAY, AND PROCEEDED TO THE DEPOT.

PREVIOUS TO STARTING TWO MEN COMMENCED A CONVERSATION WITH THE MEN IN OPERATIVE'S CAR, WHICH WAS SOON STOPPED, AS THEY USED VERY PROFANE LANGUAGE. 10 PINKERTON MEN ESCORTED THE TRAIN TO 16TH. STREET.

FRIDAY, MARCH 30TH. 88.

TODAY IN CRESTON.

AT 5.40 A. M. THE PARTY ARRIVED IN BURLINGTON AND AFTER BREAKFAST THEY CONTINUED THEIR JOURNEY ARRIVING IN CRESTON AT 1.50 P. M. THE OPERATIVE GAVE HIS MEN IN CHARGE OF MR. DUGGER, WHO HAD NO FURTHER INSTRUCTIONS FOR HIM, AND OPERATIVE BOARDED THE TRAIN FOR CHICAGO, AT 2.35 P. M.

YOURS RESPECTFULLY.

PINKERTON NAT'L. DETECTIVE AGENCY.

BY *H. A. Pinkerton*

GENL. SUPT. WESTERN DIVISION.

OFFICES.

PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

BOSTON, 42 & 44 COURT STREET,
JOHN CORNISH, SUPT.

NEW YORK, 66 EXCHANGE PLACE,
GEO. D. BANGS, SUPT.

CHICAGO, 191 & 193 FIFTH AVENUE,
WM. A. PINKERTON, SUPT.

ST. PAUL, 63 TO 66 UNION BLOCK,
W. J. LOADER, SUPT.

DENVER, 1 & 2 OPERA HOUSE BLOCK,
JAS. M. PARLANO, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. GASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

C.B. & Q.R.R.

Engineers Strike.

Philadelphia, April 2nd, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Following are reports on the above.

Wednesday, March 28th, 1888.

Today in Philadelphia.

Guards Butler and Randall left for Chicago on the 9.50 P.M. train in charge of ninety three switchmen, &c. for the C.B. & Q.R.R.

At midnight they were enroute.

Thursday, March 29th, 1888.

Today Enroute for Chicago.

Guards Butler and Randall with the 93 men under their care arrived in Harrisburg at 1 A.M., and at Altoona at 4.45 A.M..

They arrived in Pittsburgh at 9.15 A.M. where they all had breakfast.

Arrived in Creslin at 2.45 P.M. and had dinner, and left at

-2-

3.10 P.M. enroute for Chicago.

On arriving at Valparaiso they were met by Mr. Pinkerton and seventeen men. They proceeded on their way to Chicago arriving there in due time.

Respectfully submitted

Pinkerton's National Detective Agency

Per

R. J. Lindner
Supt.
S.



OFFICES.

PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

BOSTON, 42 & 44 COURT STREET,
JOHN CORNISH, SUPT.

NEW YORK, 66 EXCHANGE PLACE,
GEO. D. BANGS, SUPT.

CHICAGO, 191 & 193 FIFTH AVENUE,
WM. A. PINKERTON, SUPT.

ST. PAUL, 63 TO 66 UNION BLOCK,
W. J. LOADER, SUPT.

DENVER, 1 & 2 OPERA HOUSE BLOCK,
CHAS. D. BANGS, SUPT.

JAS. McPARLAND.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. DASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

C.B. & Q.R.R.

Engineers Strike.

Philadelphia, April 3rd, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Operative C.H.E. reports as follows.

Monday, April 2nd, 1888.

Today in Philadelphia.

At 9 A.M. in company with Mr. Forsyth I opened the Office at 45 S. 3rd St. and from that time until Noon we received applicants for Conductors and Brakemen.

At 2.30 P.M. we again opened the Office and received applicants up to 4 P.M.

During the day we secured 15 conductors and 37 brakemen and gave them orders to report at the Penna. depot at 9 P.M..

After 4 P.M. in company with Mr. Forsyth and Chief Clerk T.G. C. I went to the Continental Hotel and there being no dispatches to the contrary Mr. Forsyth concluded to send the men to-night at 9.30 P.M. and instructed me to get to the depot early and have the men ready by 9 P.M. and we could then secure tickets.

I went to my residence and had supper, and at 8 P.M. went to Broad St. Station, and at 8.30 P.M. Chief Clerk T.G.C. informed me that Mr. Forsyth had received a telegram from Chicago instructing

him not to send any men to-night; he said to tell the men to report to-morrow at 45 S. 3rd St.

I saw all the men possible and informed them of the latest instructions.

I then discontinued and took car to my residence.

Chief Clerk T.G.C. reports.

Monday, April 2nd, 1888.

Today in Philadelphia.

At 4.00 P.M. I left the Agency in company with Mr. Forsyth and Operative C.H.E. and went to the Continental hotel where Mr. Forsyth inquired for telegrams and upon receiving none he instructed me to arrange transportation and meals for fifty men. I went to the P.R.R. Office and saw Mr. Pile and made the necessary arrangements and also agreed to meet Mr. Pile at Broad St. Station at 7.30 P.M. in case of later instructions.

I then returned to the Agency, and at 6.30 P.M. left again and put Advertisement in the Public Ledger for Switchmen, then called at the Continental Hotel and saw Mr. Forsyth who informed me he had received instructions not to send any more men to-night, and requested me to instruct Operative C.H.E. to inform the men as they arrived to call to-morrow at 2 P.M..

I went to the Penna. R.R. Station and at 7.45 P.M. saw Mr. Pile and countermanded the afternoon orders and Mr. Pile said he would arrange the matter. At 8.30 P.M. I saw Operative C.H.E., gave him Mr. Forsyth's instructions and then discontinued.

Respectfully submitted
Pinkerton's National Detective Agency
R. J. Burdick Supt.

OFFICES.

PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.

BOSTON, 42 & 44 COURT STREET,
JOHN CORNISH, SUPT.

NEW YORK, 86 EXCHANGE PLACE,
GEO. D. BANGS, SUPT.

CHICAGO, 151 & 153 FIFTH AVENUE,
WM. A. PINKERTON, SUPT.

ST. PAUL, 63 TO 66 UNION BLOCK,
W. J. LOADER, SUPT.

DENVER, 1 & 2 OPERA HOUSE BLOCK,
JAS. McFARLAND, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

C.B. & Q.R.R.

Engineers Strike.

Philadelphia, April 6th, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Operative C.H.R. reports as follows.

Thursday, April 5th, 1888.

Today in Philadelphia.

At 1.30 P.M. I left the Agency and went to room 53 Continental Hotel where I saw Mr. Forsyth who informed me he had received no word from Chicago in reference to employing men, and instructed me to go to the Office and tear down the notice which is on the door, put no more advertisements in the paper and do nothing more in the matter until he notified us.

I then returned to the Agency and reported to Asst. Supt. Pougherty, after which I went and took the notice off the office door, and at 2.30 P.M. discontinued and wrote report.

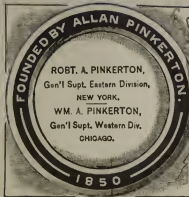
Respectfully submitted

Pinkerton's National Detective Agency

Per

R. J. Linden
Supt.

SL



ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK,
WM. A. PINKERTON,
Gen'l Supt. Western Div.
CHICAGO.

OFFICES.

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W. J. LOADER, SUPT.

DENVER, 1 & 2 OPERA HOUSE BLOCK,
~~CHAS. J. BROWN~~, SUPT.
JAS. McFARLAND

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C. H. EPPLESHIMER, Supt.

C.B. & Q.R.R.

Engineers Strike.

Philadelphia, April 5th, 1888.

H.P. Stone Esq.

Genl. Mgr. C.B. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Operative C.J.M. reports as follows.

Saturday, March 31st, 1888.

Today in Philadelphia.

I was instructed to prepare the first floor of No. 45 S. 3rd St. for Mr. Forsyth and to assist in keeping the applicants in order, and see that no Brotherhood men or others attempted to interfere with them.

At 1.16 P.M. I descended to the First floor and went to work putting it in order, cleaned it up and built a fire, also put up a partition to keep the applicants from crowding on Mr. Forsyth.

I remained here ushering the men in until 5 P.M. when I was instructed by Mr. Forsythe that I could discontinue for the day.

I then went to the Agency.

Operative C.H.E. reports.

Wednesday, April 4th, 1883.

Today in Philadelphia.

At 1.30 P.M. I left the Agency and went to the Continental Hotel and after some time found Mr. Forsyth who informed me he had received no word from Chicago about sending Conductors and brakemen.

He desired me to notify the Agency to put a sign on the Office door changing the date from Wednesday to Thursday. Said if he received any word he would come at once to the Agency.

I then reported to Asst. Supt. Dougherty at the Agency.

Respectfully submitted

Pinkerton's National Detective Agency

Per

J. H. Linden
Supt.
S.



ROBT. A. PINKERTON,
Gen'l Supt, Eastern Division,
NEW YORK.
WM. A. PINKERTON,
Gen'l Supt, Western Div.,
CHICAGO.

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D. W. MUNN, CHICAGO.

Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

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C.B. & Q. R.R.

Engineers and Firemen's strike.

Philadelphia, June 18th, 1883.

H.B. Stone Esq.

Genl. Mgr. C.B. & Q. R.R.

Chicago, Ill.

Dear Sir:-

Our Operative reports as follows.

Friday, June 15th, 1883.

Today in Philadelphia.

I left my residence at 6 P.M. and met Louis Genay and Harry Krouse of Ellsworth Lodge 334 and Harry Smith of Delaware Lodge 231 B. of L. F. and we proceeded to Red Men's Hall S.W. corner 29th & Market St. where the Union meeting was to be held. There were men from Wilmington, Del. and nearly all the Lodges in Philadelphia present. The meeting was called to order at 8.30 P.M. by Frank Dupell who is an engineer on the P.R.R. and Collector and Mag. Agt. of Lodge No. 75 of B. of L. F. He said the meeting had been called for an interchange of views on the question of the great C.B. & Q. strike and to listen to the Grand Master of the B. of L. F. who would give a full and true statement of the affairs on the C.B. & Q. Road as they exist and had existed.

They then elected a chairman, an engineer whose name I could not get; and elected C.M. Reeves of Lodge 75 as Secretary.

The chairman then called Mr. Sargent who responded in quite

a lengthy speech lasting 2 hours and 15 minutes, in which he showed the feeling that had existed between the two orders in the past, how he had been censured by the firemen and insulted by the engineers for trying to get the two Orders to work together in all questions of grievances. He also showed the engineers where they had lost the C.B. & Q. strike on account of holding themselves above the common level of other Labor Organizations, went over the strike from the 27th of January up to the present time, told how they had tried to make a settlement with Mr. Stone; described Mr. Stone as a spindle legged dude with his hair parted in the middle the same size all the way up from feet to head and a look of bull dog determination on his face to either do or die. He also stated that he and Arthur had considered the strike lost four days after they went out, and would have declared it off, but the men were determined, and as they had pledged themselves to support them for three months they would not go back on them. The men, he said, had responded nobly and those who were the least able to give were they ^{and} who did the most. There were men who, at the start, were howling to tie up everything all over the country, they would mortgage their property, send half their time checks and do all in their power to help them along, and they were just the men who censured the Grand Officers for entering into the strike.

Sargent also showed where the Order of Firemen had gained 2,000 men during the strike, or the last three months, and said as far as the Q. Road was concerned the strike was a loss, but the Orders had gained by it, inasmuch as it had brought about what years of Labor had failed to do, showing the B. of L. E. where they stood without the aid of the other Labor Organizations; and he hoped to see in the next Convention a resolution passed by a unani-

mous vote that hereafter the four Orders, the Engineers, Firemen, Brakemen and Switchmen would work together and if one had a grievance it would be the grievance of all, and if one made a stand it would not be the Firemen or Engineers, but the employes of whatever Road it was on.

Mr. Sargent also stated that he and Mr. Arthur had advised the men on the 'Q' to go back to work as many as could get back, the others to seek work elsewhere, the Brotherhood to get a footing again and in a short time they would be able to control the C.B. & Q. Road, and when the time comes for another stand we will be better equipped and have the whole of the employes with us.

Sargent
Mr. ~~Arthur~~ ended his remarks by inviting as many as possible to attend the Union meeting to be held in New York on June 24th and hear Mr. Arthur's views on the situation.

There were a few responses from both sides siding with Mr. Sargent in his remarks, after which the meeting gave him a vote of thanks and at 12 O'clock adjourned.

I then left and went to my residence where I arrived at 12.45 A.M.

In my mail today was a circular to Lodge 334 B. of L. E. inviting its members to a Grand Union meeting under the auspices of New York City Div. No. 105, B. of L. E., and Just In Time Lodge 149 B. of L. E. to be held in New York City on Sunday, June 24th at 10 A.M. sharp at the Grand Opera House 23rd & 8th Ave..

It stated there would be present to address the meeting on the subject of the great C.B. & Q. strike and the situation at present:- P.M. Arthur, G.C.E. of the B. of L. E. and F.P. Sargent, G.M.

-4-

of the B. of L. W. and others.
ing.

That it would be a Secret meet-

Respectfully submitte d

Pinkerton's national Detective Agency

Per

L. L. Pinkerton
Supt.
S.

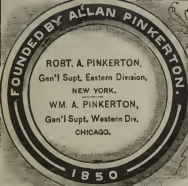
June 15th. 88

Mr Stone

Sargent returns to N.Y. Thursday and will
leave Sunday night. I have cured my brother R. A. Pinkerton
to have E. J. R. keep track of him while there

Yours Truly

W. A. Pinkerton





OFFICES.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Sept.

C. B. & Q. R. R.

Engineers and firemen's strikes.

Philadelphia, June 13th, 1888.

H. R. Stone Esq.

Genl. Mgr. C. B. & Q. R. R.

Chicago, Ill.

Dear Sir:-

Our Operative reports as follows.

Tuesday, June 12th, 1888.

Today in Philadelphia.

I was instructed by Supt. Linden to ascertain where Grand Master Sargent of the Brotherhood of Locomotive Firemen was in this city and what he was doing, and all possible concerning him. Also attend the meeting if he was going to address one this evening.

I left the Agency and boarded car for Richmond and met Jeremiah Leahy, a Reading R.R. engineer; we had a conversation about the B. of L. F., and he said his Lodge had all they could do to hold their Charter, as he had expelled 30 members last Sunday on account of having taken Strikers places on the C. B. & Q. R. R.

Leahy also said he had word that Grand Master Sargent was in Philadelphia and would attend the session of Fairmount Lodge No. 333 this evening. He said Sargent was stopping at his mother's, 1515 S. 16th St., and if I desired to have a good talk with him and

see what a good fellow he was I had better call on him there.

After some further conversation I left Leahy and at 3.10 P.M. boarded car and went to 1515 S. 16th St. where I met F.P. Sargent.

I had a long conversation with him, during which he said he did not think the men on the C.B. & Q. Road could gain their point as the Managers of that Road would not yield one inch, and were willing to lose twice as much money before they would give in to the men, and if they were willing to run the Road and lose money, which they certainly were doing, the men could not prevent it.

Sargent said the men on the C.B. & Q. Road were now down on him because he would not issue another assessment to carry on the strike; although if any of the men saw fit to contribute anything towards the men on the C.B. & Q. they would receive credit on the Grand Lodge Books for the same. He said he would attend the meeting of Lodge 333 this evening. He also said he would be in the City all week and would address a Union meeting in West Philadelphia on Friday evening the 15th Inst. and would go to Camden and attend the meeting of Lodge No. 72. Sargent presented me with his card and photograph, said he was glad to have met me and invited me to call around during the week and take a walk out with him.

At 5.45 P.M. I left him and went to supper and at 7 O'clock I went to 17th & Carpenter St. where I met Harry O. Smith of Delaware Lodge No. 231 and together we boarded a Chestnut St. car and proceeded to the Lodge Room of Lodge No. 333, Hancock Hall, 40th & Lancaster Ave. We found the lodge just about to open and also found Mr. Sargent there. The only thing of importance mentioned was the Reading of some circulars from the Lodges on the C.B. & Q. road asking for the assistance of the Eastern Lodges to carry on the strike under the head of the Good of the Order.

Grand Master Sargent was called for and responded by making a lengthy address, the principal topic being the C.B. & Q. strike.

He went on to say that the men had virtually lost the strike, but yet it had been a victory for the Order, as they had gained 2,000 members in the last three months. He also stated that the men on the Q. System have said they will not give up the strike on any account, but would stick to the last, and because he would not levy another assessment he is being censured by those men and they have placed the case in the hands of their Grievance Committee.

He said he thought it would be better for the men to give up the strike and seek employment elsewhere than to stick out too long and get nothing at all to do; the C.B. & Q. could reinstate about 30 per cent of the men and the rest could find employment very easily on the surrounding roads, but they would not hire them while the strike was on. He stated that if the men went back, as many as could get their positions, in a short time the Order would again get a foothold on the Q. Road and eventually would have it under their thumb the same as they have on the Santa Fe Road.

Mr. Sargent went on to show that the reason the strike was lost was because of the enmity held towards the Engineers Order by other Labor Organizations, and when they found they were in a hold trying to get them to co-operate with them, but the other Organization would not respond and they have lost the day and some of their haughty bearing. He also stated that at the next Convention held in January there would be a Law passed agreeing to stand by and work together with the B. of L. R., the Order of Railroad Switchmen and the Order of Railway Brakemen, these three Orders will also

pass a similar Law and when the firemen on a Road have a Grievance or the Engineers, Switchmen or Brakemen have one, it will not be the Grievance of one Organization but the Grievance of the employees of the Road, and if it cannot be settled by Arbitration and one goes out, then out goes the whole four Orders and tie up the whole road.

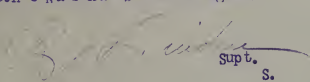
Sargent now concluded, thanking the brothers for their kind attention, and sat down.

There was no more business of importance transacted, and at 1 A.M. the meeting adjourned, and I went to my residence where I arrived at 2.20 A.M.

Respect fully submitted

Pinkerton's National Detective Agency

Per


Supt.

S.